

Performance VW



TYPE 19 GOLF

Simon Delahaye might just have built our favourite Mk2 of the year, right at the close of play!

TT RS

The best TT RS at Wörthersee? Dominik Sailer's 580bhp beast puts its case forward



'ROCCO FELLA!

Alex Begley sure doesn't mess around as his insane show-killing 'Roc proves...



TIMELESS Mk1

Just when you thought there was nothing new you could do to a Mk1, Jesse Seymour comes along with his VR6-swapped example and blows us away



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Badly Dubbed

Now as regular readers will be only too aware, I try to keep my *Badly Dubbed* positive for the best part. In fact, while we pride ourselves on always reporting as we find in *PVW*, the magazine in general is a positive place to be. Even if we do critique, we like to offer it in a constructive and productive way. After all, there's enough negativity going on in everyday life as it is, the last thing you want is for your hobby to be surrounded by it, too. Right? Well you'd like to think so.

Back in the good old days, before the wretched internet took over, things seemed far happier and more carefree. There certainly never seemed to be as much hate or politics in the car scene until forums raised their ugly heads. Thankfully things finally started to seem friendlier over the past few years – forums are becoming less popular than they once were and Facebook has kind of taken over as most people's daily automotive fix. So what's this got to do with the hate? Well let's face it, it was so easy for low-lives to hide behind a username and avatar on forums and troll away till their hearts (did these people even have hearts?) were content. Facebook is far more personal. What you see is what you get! In fact, it's probably as close as a lot of youngsters these days will ever get to having an good, old-fashioned telephone conversation. You know who you're dealing with (usually) and in most cases you're going to be respectful as a result.

Where am I going with this? Well, just recently, we've ventured out to a few multi-marque shows and, to our surprise, people still seem to be all wrapped up in the anti-scene thing and they're not afraid to voice how much they dislike the VW scene... to your face! They seem to have taken it upon themselves to add the word 'stance' to the list of things to hate. I know, I know, we're all a bit fed up with big-buck nu-wave cars 'lowered on expensive wheels', but please don't write off an entire car scene purely for that fact. Honestly, just when we thought all the name calling and bitching had died down, our recent visit to these multi-marque shows (namely TRAX and Ultimate Stance) really highlighted the opposite, and it appears there are still a lot of anti-VAG people out there. We're not entirely sure why, though.

The UK modified scene has never been more closely united, what with virtually everybody now going for the clean, less-is-more look whether they drive a Mk1 Golf or Miata (despite the trend elsewhere in the world being to bolt on the biggest, Rocket Bunny-style body kit as possible). However, people still seem to have a dig at the modified VW scene for no good reason. Why? Because it still continues to push the boundaries? That's got to play a part. It's certainly never been harder to make your mark on the modified VW scene but amazingly you guys still seem to continue to do so and outsmart the haters in the process. Even sourcing super-rare parts from German eBay doesn't cut it any more. People are having to resort to even more extreme measures to make their mark, and thankfully this issue is full of such details, you may just have to look a little closer to see them. Enjoy the mag.

Elliott Roberts, Editor



EDITOR: ELLIOTT ROBERTS
pww@unity-media.com



DEPUTY EDITOR: DAVID KENNEDY
dkennedy@unity-media.com



AD MANAGER: SARAH 'CHURCHY' HALLS
shalls@unity-media.com

Performance VW



COVER IMAGE: John Colley

SUB EDITORS: Christian Shelton, Rachael Willson
SENIOR DESIGNER: Lorna Mansford
ACTING SENIOR DESIGNER: Aaron Batson
DESIGNERS: Kelly Rodgers, Dave Powney, Tom Jackson
PRODUCTION MANAGER: Jo Claydon-Smith
REPROGRAPHIC CONTROLLER: Marion Jenkins
RETOUCHER: Laurence Green
ACCOUNTS: Helen Lawson
EXECUTIVE PA: Sandra Baldock
CONTRIBUTORS: Neil Hunt, Simon Jackson, Alex Grant, Tony Saggi
PHOTOGRAPHERS: John Colley, Nick Williams, Ron V, Gareth Spiller, Sam Dobbins, Si Gray, Anna Taylor

EDITORIAL, ADVERTISING & SUBSCRIPTIONS
Performance VW, Unity Media plc, Becket House,
Vestry Road, Sevenoaks, Kent, TN14 5EJ, England
Tel: 01732 748000 Fax: 01732 748001
Editorial email: pww@unity-media.com
Ad Sales email: shalls@unity-media.com
Ad Production email: lwhite@unity-media.com
Web: www.performancevwmag.com

To subscribe, call 01732 748084

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08



30



56



19 News
26 Freelance Q&A
42 US Subs

65 Poster
84 UK Subs
109 RCars

116 Clubs
118 Talk The Talk
120 Reloaded

122 The Rewind
124 Built Not Bought
130 Next Month



70
GIFT AID

Performance VW

86



94



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08 PROJECT RUNWAY

15 sets of rims, three colour changes and two interior trims. All in less than two years. Meet Alex Begley.

30 DOWN TO THE WIRE

When the R32 badge first appeared in VW showrooms, an 18-year-old Tim Smith went for a look with his dad. Never in his teenage dreams did he imagine that one day he'd be winning trophies behind the wheel of one!

38 POSITIVELY GLOWING

Show and Glow's freshman outing in 2013 was a resounding success so what would its sophomore effort bring? Everything that made it good the first time and more!

44 BASE INVADERS

There are indoor shows and there are outdoor shows but why not combine the best of both worlds? The German Volkstyle Base event, now in its second year, does just that and to great effect as we recently discovered...

48 THE PLAY STORE

Since 2007 the end of summer has always brought with it Players, one of the true multi-marque shows on the calendar. Needless to say, we love it!

56 SPLIT DECISION

Simon Delahaye has created one of the most subtle, unique Mk2s to ever grace these pages, and it's the complete opposite to his previous 'car'. As we soon discovered, though, the two have more in common than we thought.

70 GIFT AID

Jesse Seymour might not be one of the scene's social media heroes, but that hasn't stopped him from building one of the most timeless Mk1 Golf GTIs we've seen in a long time...

78 RIGHT MOVE?

The 27th running of the legendary GTI International event returned for the second year running to Shakespeare County Raceway. Having lost popularity in the past due to a string of location changes, has Inters finally found its feet once again?

86 GREY MATTER

Combining Group B rally car performance with clean, modern Audi styling, Dominik Sailer's TT RS manages to mean business without needing to shout about it.

94 OPEN MIKE

It's been an interesting build that's for sure but Mike Humphrey is happy to spill the beans on the ultimate Bora all-rounder!



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Words: Neil Hunt

Photos: John Colley

project runway

15 sets of rims, three colour changes and two interior trims. All in less than two years. Seriously...

Apparently, in the middle of his Scirocco build there was a point where Alex Begley didn't change something on the car for at least two months. But that apart, there hasn't been a show or a month over the last two years that hasn't seen Alex alter his car. Often radically, too. Mostly, he'd do it without telling anyone and just rock up to a show and watch his mates' faces as they're left scratching their heads.

"There was this one time when I just decided to change the whole car just before the last show of the season. I didn't tell anyone but I'd been looking at cars in the US and found inspiration for my final blow out last year. I knew I was changing everything for the start of the show season this year, so

I fancied taking a real risk. I found a company locally which told me it could help, so the car was booked in with the guys there. I wanted stealth mode and it would be a massive contrast to the gloss and glamour coming the following year. I'd done eight sets of rims that season and my last ones ended up being matt black Rotiform INDs. But the body was the killer touch. I decided to have the car Plastidip'd in a battleship grey colour but just didn't tell anyone."

For those of you who haven't heard of Plastidip, it's a slightly rubberised painted finish that can be applied by spraying, brushing or dipping in the 'paint'. If you use it without the special primer, it sticks but can be peeled off later. With the primer, it acts like a traditional paint and is super-durable.





“I set my heart on creating such a massive transformation that no one would recognise it... again!”



Alex continues: “The car looked sick and you wouldn’t believe the faces of my mates and the show regulars: no one could believe it was the same car that they’d seen only a few weeks before.”

But, after the wow of that ‘typically-Alex’ stunt, things turned pretty sh*tty, but we’ll come to that soon. First we’d better explain how this whole crazy build started...

“I started out with much less grand ideas, not that long ago,” confesses Alex. “I had a SEAT Ibiza as a first car and thought I was doing genuinely cool things in going sticker crazy. Thankfully pretty quickly I moved on to a BTCC Leon after that. I painted bits and ran it on a set of aftermarket rims. Again, I thought I was cool until I hit up the forums and saw what others were doing. That soon opened my eyes to what was properly cool.”

Alex quickly got behind the wheel of a 2009 Audi A3 and was finally on track. A set of 19” VW Helios rims were buried under the arches thanks to a set of bags. “I’d finally got a taste for shows and ‘proper’ cars,” he admits. “While I was loving the A3, about a year later I started scouring the web for Sciroccos,” confesses Alex.

After months of looking, Alex found what we’d all love as the perfect project base. “It had an insanely low mileage, was kept in a heated/carpeted garage, and owned by an old man who only used it as a weekend toy when back from offshore leave,” explains Alex. “I couldn’t believe how amazing it was, although the seller must have thought I was dreaming because he asked me if I could even afford to insure it! That was two years ago and now look at what’s happened to it.”

Alex knew exactly what he wanted and he isn’t one for following trends. All he had to do was work out how to make it happen, although we’d bet even now he’d never have predicted it’d go through this many swaps before it finally came good.

The original Rising blue paint was mint so Alex got to work dropping the car over a set of 18” fifteen52 Tarmac rims, thanks to a secondhand suspension setup. “My mate Harry and I decided to tackle the air-ride ourselves,” Alex starts. “I’d found a used setup from a Mk5 Golf and we wanted to fit it ourselves but we had no experience. Undeterred, we got stuck in and somehow managed it all in a weekend, including the AccuAir SwitchSpeed management to control it. We soon realised, though, that we’d need a chassis notch to get the shafts



clear of the chassis legs.”

Alex considered the popular E-Level controller, which can actively keep the car at a consistent ride height even when the car is loaded with passengers or driven hard, but he wasn't a big fan. “I'll be honest, I have been known to drive the car ‘properly’, shall we say. Plus, it's my daily: I didn't like the unpredictability of the E-Level for my driving style,” he smiles with a wink.

At this point Alex scurried off into internet hibernation until UD the following year. Alex tells us he really doesn't like other people's input and so went on the down-low for a few months. Before he'd even driven the car (his Dad drove it back from Scotland) Alex had already nailed the air-ride, wheels, a Bluefin remap and a set of Recaro CS seats.

The interior came up by chance, as a

Plush Automotive customer wanted to return his car to standard and so Alex bought the retrimmed seats and smiles when he coyly tells us he got ‘an amazing deal.’

One Alex got the insurance in place, he got stuck straight into using the ‘Rocco every day as he hammered around the sleepy North Yorkshire village where he and his dad run their pub/restaurant.

Approaching Ultimate Dubs Alex put plans into place to make a big impact for his show debut. “The guys at Low Standard Design had done a brilliantly simple boot install and we'd tidied the wiring and air install,” he says. “Outside, we were already onto another set of rims: the UK's first 19” WCI BL8s. And, of course, I had to do some body mods, too...”

Alex booked his Scirocco in with Jon

Hinchcliffe of JH ProPaint in Sheffield, to smooth the front bumper, take out the numberplate recess, foglights and finish off the grille Alex had started. “I'd taken a T5 grille and chopped the slatted guts out of it before grafting them into the Scirocco outer ‘frame’. This got rid of the random honeycomb plastic mesh grille you normally get, which just doesn't match the slats of the outer grilles. Now, things were a bit more consistent,” Alex says.

Despite what wasn't a massive spec list, it was the way Alex executed his tasteful mods that caught the judges' eyes that year, bagging him Best Scirocco at UD. “I was so chuffed and for the next few weeks, the car stayed the same,” tells Alex. A few weeks? Most of us are happy to keep our cars the same for a whole show season.



Custom roll-cage, Vibe Audio install, air tanks and hardlines all come together to make a very impressive back end

"It was more a case of refining and keeping things fresh," starts Alex. "I treated the engine bay to as much Forge alloy goodies that I could afford and tidied the bay up with Audi TT RS covers. Inside the car, Luke at Plush very kindly sold me some leather to match the seats, so I could trim other interior bits to tie it all together. The carbon rear lights and the exhaust system went on then, too."

So much for 'small' touches. Although no more paint happened for a while, Alex had the arches rolled for better tyre clearance. This allowing him to roll lower and give the car more stick without the fear of that hateful sound of tyre being chewed up on arch metal.

Alex had a great show season but all too soon he was bored and wanted a big hit for

the Players Classic show. "I sold the WCI rims but couldn't find anything I liked enough to justify spending money on. So I just went for a set of 20" Bentleys I found just around the corner from where I live. I drove to Players on them and then the next day, part-exchanged them to help me get a set of custom super-concave Rotiform LHRs ready for the DC show the next day." Three sets of epic wheels in one weekend is pretty impressive in anyone's book.

With only three months left until Show and Glow, that's when Alex decided on the whole stealth look we mentioned earlier. What we hadn't got around to telling you, though, was what happened afterwards. We'll let Alex take over here: "I'd discussed the look for the following year with Jamie at Unit Sixteen bodyshop and we thought about keeping it

blue and running an R-Line body kit. That was before we came to take the Plastidip off. As we peeled it off, it brought off the lacquer in places, leaving matt blue base coat. I was so pissed off; I couldn't believe what I was seeing. The dipping guy wasn't really playing ball at first and I was stuck with a mess of a car and no idea what to do.

"Finally, things came good and I was refunded my money and my first thought was to get Jamie to sort all the damaged paint. But Jamie was one step ahead and thinking much bigger things. He wanted a sponsor car and was keen to get involved. I wasn't so keen. I didn't want a complete respray as I knew I wouldn't be 100% happy unless I knew every last millimetre had been done. Jamie was slowly persuading me, though, and I started looking at colours, just

“I didn’t smile once throughout the whole transformation”



out of curiosity. I found a photo of an incredible wide-arch Mk5 Golf in a lairy purple but I just didn't have the balls to see that one through. But, true to form, only a matter of days later Jamie had railroaded me into doing it and before I knew it we were trying to decide on the final colour shade from five swatches.

"I only agreed because I twisted Jamie's arm into doing the engine bay, too, as it would have been criminal not to do it even though you don't see much colour in there. I had a month to get it ready before Jamie could get started. Somehow I'd gone from digging my heels in about the colour change to now thinking I wanted to go all-out. I fancied more power and a complete makeover, as well as focusing on the bodywork. At first I really liked the idea of a

race car-look but after I saw just how pretty the bodywork was, that idea went out of the window. I set my heart on creating such a massive transformation that no one would recognise it... again!"

With a deadline of UD looming, it was teardown time and pretty quickly the car came apart. As you can imagine everything had to come off for a full repaint, doors not just off but stripped. Windows out and even the majority of the engine bay was removed, short of the engine block and gearbox. "The Unit Sixteen boys showed no fear as they got stuck in," reports Alex. "They're only about 20 minutes from me so I took as many days off as I could to go and get involved. I laugh now but Jamie said I didn't smile once throughout the whole transformation, clearly grief stricken as I

watched them rip apart my baby."

As well as the total colour change, Jamie was charged with pulling the arches 40mm out to gain some extra tyre clearance but with the rims planned, Alex was already one step ahead. "I thought big brakes would look amazing and that quickly led to the start of a conversation with Jamie at Forge Motorsport. That first chat spiralled out of control quickly and the deal he soon offered me not only turned into a set of monster front discs and pads but also matching rears, too. If it hadn't been for Jamie, the brakes were something I couldn't have dreamed of doing."

Try as he might, Alex couldn't find a roll-cage in the UK for the Scirocco, though. "A good friend called Nick in Holland came up as the go-to guy with the contacts and so

Dub Details

ENGINE: 2.0-litre GT with turbo-back exhaust and twin tailpipes, K04 turbo, Forge: Twintake, catch can and short shifter, Stage 2+ custom ECU remap

CHASSIS: 19" fifteen52 Integrale SC split three-piece rims, AirLift suspension struts and AccuAir SwitchSpeed management, Forge Motorsport front and rear big brake kit with hydraulic handbrake

OUTSIDE: 'R' bumpers front and rear, custom 40mm wider arches, respray in a secret 'Candy purple', smoothed front end, smoothed reflectors and gloss black grilles, carbon splitter

INSIDE: Porsche GT3 carbon bucket seats, LGT full retrim in charcoal Alcantara and white stitching, rear seat delete and false floor, custom-made rear roll-cage, C6 carbon armrest, grab handles, dash trim and rear lights, full Vibe Audio install and component speakers all-round

SHOUT: Paint and body: Unit Sixteen (07824 467686). Cleaning products, aftercare and looking after me when hungover:

Mike and Vicky at www.kleenfreaks.bigcartel.com, Vibe Audio for the install and audio, Autobahn Tuning for the constant parts hook up and lighting work 01677 424862 Forge Motorsport for all the performance parts, Deluxe Detailing for all my aftercare and detailing needs (07872 124196), C6 Carbon, Nick from StudioVW, Syco Graphics, Macca 'cos he's class with a spray gun, Brad and Matt at fifteen52 for the wheels and sick service. Last, but not least, my best mate and full-time wingman #2 Shaun Lewis



an email went off to his metal guy. I got a very simple email back to confirm I wanted a cage and then with no notice, two months later, I had a second email to confirm it was ready and could I pay for it. It was really surreal and I was half surprised when it turned up."

As the House of Kolor paint was going on, Alex tells us that Jamie had met and exceeded his expectations. He admits he might have actually smiled at the end, too. Alex goes on to admit, though, the old rims back then took the edge off the exciting transformation and something needed to be done. But Alex wasn't about to rush into the next wheel choice as they had to make a biggest impact of all.

Meanwhile, while Unit Sixteen had already seen the potential of sponsoring Alex's

makeover, it seems Vibe wanted to take the audio build further, too. But with a small boot and the air install in there, space was tight, especially with the roll-cage on the way.

Alex reports: "Vibe made over the whole install based on just a terrible drawing I made, and you only have to look at it to see how they've made clever use of the space. We'd originally planned to do the air tank and the cage in metallic white but when we got the seamless tank from Speciality Suspension in the US, we fell in love with the idea of smooth bare metal. This changed my outlook and I decided to make a feature of them, along with the roll-cage, so they both remained bare metal to show the true workmanship."

Despite no end of all-nighters, the boys just couldn't make the UD deadline with the

car to a standard they'd have been happy with. "It just wasn't 100%," explains Alex. "We wanted the car to be perfect and it just wasn't there yet. It was the hardest thing in the world to pull out of attending but I did it for all the right reasons."

Shockingly, Alex ran the same wheels for an unbelievable three shows despite not being happy. He admits: "I could have sold them and found something easy to replace them with but that's just not my style. Thankfully, Players' Carl Taylor lent me a set of Rotiform DIAs for half the show season while I worked out what would really do the car justice."

Looking for something more custom, one day the guys at fifteen52 Wheels posted up a CAD design image on Instagram showing a new concept wheel. Alex tells us: "About a



year before, I'd sent them a message saying 'please make these, I'm in love,' but heard nothing back. I guess it was either coincidence or they'd listened because that CAD image was released as one of their new three-piece wheel SC range. "It was perfect timing," Alex smiles.

He admits to being initially conservative with the colour change and when it came to the potential new wheels, he was nervous of having a coloured centre. "I'd already decided these would be the last set of rims the car would get, so I wanted to go out on a high. I really wasn't sure about the copper rim centres at first, it was just a radical idea I had in my head again, but my girlfriend was the one who persuaded me it'd be a good look. She was right.

"Initially fifteen52 supplied the wheel

centres and caps both in the copper colour but I thought that ruined them, so with the centre caps polished, they better matched the dishes and it just came together. For the first time – and after all the changes – I finally saw the car come together exactly how I wanted, paired with the new wheels. That was only a few weeks ago, after years of trauma and stress."

The first show on the new wheels was Cleanfest in Scotland, and Alex won 'Best Wheels' trophy. Then, at VW Festival, he gained a huge appreciation for the Scirocco with social media alive with the buzz of the new fifteen52 creations. But even with a few grands worth of rolling stock, it didn't slow Alex down. "On the way back from the show, a couple of cars flew past me at some pace. Within a quarter-

mile I'd reeled them in and spat them out the other side. I love to drive it low and sometimes a tad fast: sorry Dad. But, after all, what's the point in spending so much on the engine and not using it occasionally."

But despite numerous trophies and clearly massive scene appreciation, Alex reckons he isn't one for caring so much what people think: "I don't give a sh*t what people think to be honest. I wouldn't build my cars in secret if I did. I've built the car for me and it's met with my approval, and I genuinely wouldn't change a thing now." After this many sets of rims, colour changes and interior swaps, we never thought we'd hear Alex Begley say those words. So if this truly is the pinnacle of what his Scirocco can be, what's next for the guy who never stands still? ●



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Introducing

Hot off the press, *Introducing* highlights our new favourite things of the month...



WRC WINNERS

Volkswagen wrapped up the Manufacturers' Championship of the FIA World Rally Championship in some style at the Rally of Australia with an impressive one, two, three finish at the close of play.

VW can't be caught now in the Manufacturers' Championship but with three rallies remaining at the time of writing, this season it's still undecided which VW crew will top the Driver's and Co-Driver's Championships out of the Ogier and Ingrassia and Latvala and Anttila partnerships. Fun fact, this is the earliest point in a season a World Championship has been won in 25 years!





What's new?

CLEAN CATCH OIL SEPARATOR

Black Forest Industries has just released details of its new Clean Catch Oil Separator for the third-gen TSI engine which is found in the Mk7 1.8T and 2.0T engines and Audi A3 8V (2015+). Even though all third-gen TSI engines come equipped with a cyclonic oil separator from the factory, the company claims that these separators are not always enough and that the biggest contributor to vaporised oil deposits on the intake valves and plenum are the gasses emanating from the PCV system; put simply, without additional filtering and maintenance down the line you could end up with a nasty problem. Each can employs a specifically designed V-shaped baffle to maximise surface area for increased deposition of condensed vapour without sacrificing the flow characteristics necessary for the TSI PCV system to function correctly. Each design has undergone an extensive long-term testing process in both street and race applications to ensure that each can functions with maximum efficiency. Utilising CNC aluminium components along with aerospace quality hose, OE connectors and quality hardware, these cans look like an OEM quality piece but perform much better – perfect! Prices start at \$349.99 and you can find out more by challenging www.blackforestindustries.com to a game of dodgeball.



PROPOSAL, PVW STYLE

Congratulations to Craig Mallard and Gemma Phillips on their recent engagement. Craig had tricked Gemma in to thinking PVW snapper Nick Williams was shooting his Rallye one day and she just tagged along, not knowing that he had the ring in his pocket and a pro-snapper on hand to grab the perfect reaction shots. Congratulations guys!



SIT YOUR SEAT

Own a new SEAT Leon 5F? Well then you might be interested to know that KW has just developed a new coilover kit for it. And don't worry if your Leon has the Dynamic Chassis Control function, KW's DDC kit allows your 'Cupra Drive' button to still work exactly as it should.

This means that not only do you get all the benefits of KW's legendary coilover technology

and TÜV-approved lowering between 35mm and 65mm all-round, KW's DDC functionality allows you to adjust your damping on the go with the Leon's OEM software – very clever stuff!

You can find out more by pressing your mouse button down really, really hard until your browser gives up everything it knows about www.kwsuspensions.com

TITANIUM GRADE

UK exhaust specialist, Scorpion Exhausts is offering a full titanium exhaust system for the Mk6 Golf R. Although more commonly found in the aerospace industry thanks to its high strength, weight-saving qualities and heat resistance, titanium works pretty darn well on cars, too.

Each exhaust is constructed from Grade 1

titanium tube (1.0mm thickness) with 70mm diameter pipework used to greatly improve gas flow and horsepower. Even with a stainless steel turbo downpipe (to incorporate the Scorpion Sports Cat) the Scorpion titanium exhaust weighs just 15kg compared to the standard 21kg, using the standard tailpipe centre exit with two stunning 100mm titanium tips. The end result is

an exhaust that provides impressive gains across the entire rev range and that's without any other modifications. There's also a cat-back system available, too. The full TB non-resonated Mk6 R system costs £2778 and you can order yours by challenging www.scorpion-exhausts.com to a press up competition. First one to 20 wins. Alternatively simply call 01773 744123.



SEVENTH HEAVEN

Renown chassis expert H&R has just launched a number of products for the car of the moment: the Mk7 Golf R.

First, the monotube coilovers offer fixed damping and a TÜV-approved lowering range of 10-30mm at the front and 15-40mm at the rear, all wrapped up with H&R's famous build quality and handling capabilities. They cost £1023.59.

If you're upgrading your R's suspension then you might also want to think about fitting an uprated anti-roll bar kit, too, to keep the car flat in corners and reduce body roll when changing direction. H&R has got you covered with that, too, with a 27mm bar for the front end (with two adjustment holes) and a 25mm one for the rear, all for £406.79. Open your nearest window and shout 'www.eurocarparts.com' as loud as you can and you'll get all the information you need shouted back at you.



THERO HEAT

The VR6 might be getting on in years now but it's still a legendary VAG engine. And with people still building cars around the good old narrow-bank V6 that's not set to change anytime soon, and that's good! US-based Eurowise has just released a new aluminium upgraded thermostat housing for the 12v VR to replace the OEM

plastic item. Not only is it a lot more robust than the old item, it looks a whole lot better, too, especially as you can have it chromed, polished or powdercoated. It starts at \$195.49 with the price rising depending on the finish or accessories specced when you order. Throw a bouncy ball in the direction of www.eurowise.com for more details.



PIPE IT DOWN

Forge Motorsport has been at it again with this new high performance turbo hose kit for lucky owners of the awesome Mk6 Golf R.

This race-quality hose kit has been designed to replace all OEM hoses as a direct fit and comprises three silicone hoses complete with the CNC alloy coupler. The kits hoses replace the two intercooler hoses and also the throttle body hose. Not only are all Forge hoses designed to withstand much higher

pressures and temperatures than any original equipment hose, they are also available in three different colours, including the discreet-looking black finish.

The hose kits are just £133.20 and you can find out more by climbing inside your USB port and exploring the internet until you find www.forgemotorsport.co.uk (.com for the US site) or call 01452 380999.



VW CUP 2014

The Milltek Sport Volkswagen Racing Cup season came to a dramatic end at the last round at Donington Park in September, with the last corner of the last race pretty much deciding everything. Great for the fans yes but can you imagine the stress levels in pit lane!

Joe Fulbrook emerged from the chaos of the two rounds to claim championship victory, his third title in seven seasons. A fourth and then a third-place finish was enough to clinch the crown

by just six points for the Berkshire-based 43-year-old and his AWM/Warranty Direct team.

The outcome of the championship hung in the balance all the way to the final corner of the last race as KPM Racing driver Lucas Orrock battled with the cars of Irish rally star Robert Barrable and David Sutton to take the win. A collision between the three led to a lengthy inquiry by race officials, with Barrable eventually credited with victory. Had the stewards' decision gone in Orrock's favour

and had Fulbrook finished just one place further back, the crown would have gone Lucas's way... talk about close racing!

"I don't think you're ever going to get a closer end to a championship," said Fulbrook. "Fair play to Lucas, he's a great driver, and thanks to all my boys for looking after the car for me. This is our third championship win together and we've tried really hard, and battled back from some bad luck on occasions. Big thanks to them... happy days."





ELECTRIC ⚡ DREAMS

Introducing the Golf GTE, VW's entry in to the up and coming hybrid car market. Not very *PVW*? It might be time to think again...





Getting invited on a proper international press launch by VW UK is scary stuff when you've not been on one before, as I hadn't until the email from the VW press office arrived in my inbox. Sure, Elliott had been on a few over the years for new GTIs and the like and we've both been on more than a few UK-based launches for all sorts of things between us but international press launches are a different ball game altogether.

Why? Well, there was a ridiculously impressive hotel, chartered flights (not the norm, apparently, although it has to be said you do feel a little rockstar on them), food so fancy I had to Google what it was and plenty of people that you might like to call proper motoring journalists – out of my depth? Yeah, you could say that!

Luckily I found *PVW* contributor and Polo G40 devotee Alex Grant doing his day job writing for *Fleet World* at the airport and latched on to him for the rest of the trip so the other journos might not see through me so easily. As if my Mk2 rumbling away and being thoroughly un-eco in the car park while half of them turned up in Prii (that's plural for Prius, according to Toyota!) and, in Alex's case, a rather fetching and not-at-all-effeminate Renault Zoe didn't give the game away from the get-go, that is!

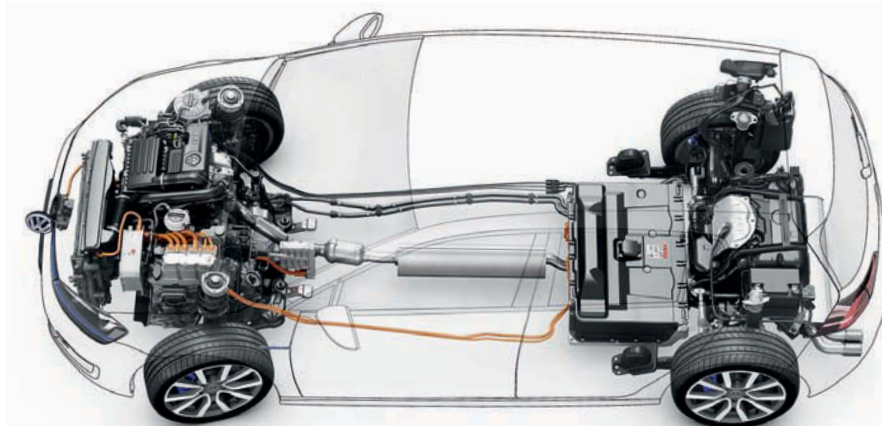
What I'm trying to say is that eco cars aren't exactly the kind of thing that we at *PVW* are all that interested in. But whether you're a die-hard Dubber or not, there's no escaping the fact that electric and hybrid cars are looking like the future for most

manufacturers as the dinosaur juice continues to rise in price and becomes harder and harder to suck out the of earth. But even though I'd never driven an electric car before, it doesn't take a genius to realise that with a finite amount of battery power available between charges and charge-points not exactly as ubiquitous as petrol stations across the UK (yet, apparently) I'm not convinced that a vehicle that runs solely on battery power is such a great idea just yet...

Step forward the Golf GTE, the third member in VW's GT family (alongside the GTI and the GTD). The VW big wigs at the event presentation explained that the GTE is intended to be the eco car for those who want to enjoy driving. And with a combined power figure when both the battery and petrol engine are working together in GTE mode of 204PS and 350Nm of torque, it's

not far off the GTI! Of course, the battery, motor and assorted, erm, technical things, weigh a fair bit (120kg for the battery alone) so performance isn't quite up to the GTI's with 0-62mph taking 7.6 seconds and a top speed of 138mph. Still, it's certainly no slouch. The car is able to travel 31 miles and up to 81mph on battery power alone, which is pretty incredible when you think about it. And that's in total silence, too. Trust us, if you had an argument with your other half in this car it would be catastrophic as the silence would be just crushing! Even the 150PS 1.4-litre TSI engine is whisper quiet, too, as is the default option of the six-speed DSG 'box.

That's not all that's clever about the GTE, though. When driving along you can switch between 'E' mode (pure electric power), 'GTE' mode (battery and petrol power, along



Strip away the bodywork and you can see where VW squeezed in the battery, the motor and, erm, the techy bits



with sharper steering, gear changing and, if fitted, the DCC adaptive suspension, too, 'Battery Charge' mode, 'Battery Hold' mode and 'Hybrid Auto'. 'Battery Hold' mode turns the car in to a pure hybrid, the car switching between electric and petrol power as it sees fit. And you can pull the gear lever back from 'D' to 'B' mode which charges the battery as you go by using regenerative braking. Or you can plug it in to the wall, too, with the front badge flipping open to reveal the socket, or a mixture of both. Put simply, it's seriously clever stuff.

This means that the GTE offers the best of everything: the chance to zip along on battery power saving polar bears as you go or the chance to give it a bit of a kicking in GTE mode should the mood take you. And with the official NEDC test showing the Golf

gives 188mpg on the combined cycle producing just 35g/km of CO₂, it has an impressive theoretical range of 580 miles using both power sources. Oh, and while I think of it, the GTE trim is pretty smart, too, a nice blue replacing the traditional GTI red on the grille, the stitching around the wheel and gear lever gaiter and in the seat tartan.

From my impression in sunny Zurich, cars like the GTE are surely the future of motoring for mainstream cars. And, of course, as the technology develops and becomes more common, the price will drop. This is significant as, as at the moment, the GTE is expected to cost around £28,000, after the government grant of £5000, with order books open now for first deliveries in March. Would you call that expensive? Maybe, but for the tech involved and the

potential fuel savings you'll benefit from compared to a normal petrol car, perhaps not so much. Plus you're basically driving a car from *The Jetsons*, and that's pretty damn cool.

But the most important thing about the GTE for us is, perhaps, a vain one: it's the fact that it's a plug-in hybrid that looks like a normal car and not like a kitchen appliance on wheels (like the Renault Zoe – sorry Alex). It definitely gets our vote ●



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CONTRIBUTOR-AT-LARGE

FREEDOM OF SPEECH

Roving Czech reporter Daniel is about as enthusiastic as they come and he doesn't take a bad picture, either!



Name: Daniel Palát
Age: 24

Location: Prague,
Czech Republic

First car: 2003 Volkswagen Polo

Current car(s): 2012 Seat Ibiza,
1994 Volkswagen Corrado

Worst car: The Polo was a piece
of sh*t, but I loved it anyway

Dream car: Singer 911

PVW: So, we guess we ought to start with the basics. Is freelance photography your full time occupation or do you have a 'proper' job too?

DP: Photography is just a hobby for me. I work as a marketing assistant part-time and I'm still a university student.

PVW: People always ask us how they should get in to photography as a career. When, and more importantly how, did you get in to this field in the first place?

DP: I always wanted to become a car designer, but I never had the talent. When I was 18, I just started to photograph cars for fun one day. At the end of the day, photography is associated with design and art, as one can recreate the points of view and accentuate the message the designer was intending to send.

PVW: What tips, or should we say words of wisdom/warning, would you have for someone trying to start out in freelance photography?

DP: You have to ask yourself whether you want to do this for living. The problem is that a professional must provide perfect pictures in every situation and on demand. If the main thing you're seeking is joy and some extra money, you better do this just as a hobby.

PVW: This question might be harder for some of you than others. Can you remember when and where you had your first work published?

DP: My pictures were first published in a Czech tuning car magazine in 2009. The publisher still owes me money actually! Wait... that ain't funny...

PVW: After you got that first break, plot us out a brief career path. Who have you worked for in the past and present?

DP: My pictures were first published on several websites and in some magazines, but it never became a career path. Most of the time, I was shooting cars for private clients just for fun.

PVW: What are some of the best things about freelancing for a magazine like PVW?

DP: For me, it's a dream come true. When it comes to magazines and websites dealing with the modified VAG scene, there's nothing better than PVW. Also, you guys pay good (there's a first ~ Ed).

PVW: And obviously, what are some of the worst things about it? Don't hold back now...

DP: It sometimes takes ages before you guys answer an email.

PVW: What was it that got you in to modified cars in the first place? Was there one particular car or moment?

DP: I've always loved cars and I've always thought that modifying cars is a cool thing to do, but I think the first *Fast and Furious* movie influenced me a lot, as I was 11 years old when it was released. The Nissan Skyline GT-R R34 in that film was the sh*t and so was that Supra... and Nitrous Oxide. Times have changed.

PVW: And more importantly, what keeps you interested in them after all these years, especially when it becomes more than just a hobby?

DP: The community. I have met some of my best friends thanks to modified cars. I also like the fact that each car is a unique expression of the owner's understanding of how things should be.

PVW: You must have had some project cars in your time, what have been some of your favourites or most memorable?

DP: If having a project car means having a lowered piece of old crap which spends more time in the garage than on the road, then my current Corrado is my first true project car. With a 1.8T 20v, a roll-cage and split wheels, it's my personal Wörthersee machine. I love it. I hate it.

PVW: What have been some of your favourite cars you've photographed over the years? Do any stand out in your memory as being particularly special for one reason or another?

DP: Each and every shoot has been unique and so have the cars. For me, this is not just about photography, I also try to spend my time well and enjoy working with people. But probably the best experience I have had in regards to photographing cars was in 2012 when I shot local guy's 50-year-old hillclimb Skoda 1000MB, which was not registered for road use. He loaded the Skoda on a trailer, took the trailer to the local country roads and there he drove the car hard around the corners. If the cops had turned up he would have been in serious trouble but he didn't care! He loved the thrill of it.

PVW: How do you think the industry has changed over the years, especially in regards to the introduction of digital photography and the current economic climate?

DP: It seems to me that virtually everyone calls themselves photographers these days. DSLRs are incredibly cheap, so is their use. On the other hand, competition is serious and it's hard to succeed.

PVW: What is your take on digital publishing? Do you see a future in online magazines and, if so, will there still be a place for printed titles?

DP: Well, I think that digital publishing is inevitable for every publisher who wants to survive. In the future, some of the magazines will probably keep a printed mutation, but it's going to be expensive hipster stuff, printed on high-quality paper and issued in limited numbers.

PVW: And how do you think modified car culture has changed over the years? For better or for worse...

DP: It has gone completely crazy! In a positive way. The amount styles, numbers of people involved, the size of the aftermarket... everything has multiplied. I also like the way the internet works for us, as inspiration flows around the whole world and like-minded people get in touch easily.

PVW: What do you think separates the VW scene to any other car culture?

DP: I don't know, probably the Volkswagens... (funny guy ~ All)

PVW: And finally, how do you see the VW scene changing in the next few years?

DP: The current trend of modifying new cars will continue. People want more power, more ridiculous wheel designs and more hardcore stance. It's a shame, but classics like the Mk1/2 and other older VWs are on the decline. I don't consider myself a big fan of this development. New cars are all the same. Buying Messers or RAD 48s, for example, and installing super-low coilovers or digital air-ride is the easiest thing to do provided you have a sufficient budget. But building a beautiful, older VW requires taste and determination. And that is what the scene should be about.

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Wire

DOWN TO THE

When the R32 badge first appeared in VW showrooms back in 2002, an 18-year-old Tim Smith went for a look with his dad. Never in his teenage dreams did he imagine that one day he'd be winning trophies behind the wheel of one!

Words: Neil Hunt

Photos: John Colley





Tim's chilled attitude and immaculately turned out Mk4 R32 that's currently bathed under the studio lights belies the troubles he's endured bringing this project to fruition. "We call the car 'Project Last Minute' because something always goes tits up," explains Tim. "If it doesn't go wrong, break or turn up late, it's us running late!"

Tim's modifying history started with his first car – a 1.6 Mk4, which he made his own with a series of sketchy mods (eyebrows, bootlid lower extension and period TSW rims anyone?). After that, Tim moved on to a Mk3.5 Cab and stepped up his game with BBS rims and a proper slamming. A Jabbasport-prep'd Audi TT followed and all too soon, Tim realised he was close to achieving his R32 dream.

"I realised I needed an R32 and that it had to be in a Deep Blue Pearl colour," Tim tells us. "It's the pinnacle of what an R32 is to me. The press and brochure cars were all

planned the next stages of his project. "I decided to go for a static setup with KW Variant 3 coilovers because, back then, air hadn't really made it big yet and so wasn't a realistic option. Those coilovers, however, made the car handle so well; I could see why they cost so much," he smiles.

But Tim couldn't run as low as he wanted. With 8.5" wide fronts and 9.5" rears, his arches were slashing into the tyres with every big bump, thanks to some mental poke. Again, back then, the serious lows of today just didn't happen on stock bodywork. Tim was frustrated because he couldn't corner as hard as he wanted because the tyres caught, and yet he couldn't drop it as low as he wanted either. Tim admits: "My rim choice was massively limited because I had to clear the brakes so I was stuck for options back then."

However, Tim had bigger priorities. "I'd met Jon Hinchcliffe – from JH Pro Paint – at Ultimate Dubs the year before and after

seeing his amazing Mk4, I knew he was good. We'd walked around my car at the show and discussed

some options to lose the factory paint finish as it was just too orange peely. I wanted people to really notice my car, even if the colour was standard. I had plans to smooth the body but not go too over-the-top as the Mk4

really doesn't suit too much deleting. At that time, the US was leading the way with Mk4s and I took a lot of influences from them, like deleting the numberplate recess, a badgeless grille and losing the clutter on the bootlid. A US bumper was a must as I hadn't seen it done on an R32 at that time."

With the car safely in Jon's hands, Tim received regular updates and pics and made it up to Jon's place up in Sheffield as often as he could. Tim

clearly remembers the day he went to pick his baby up: "Because it was still the stock blue I wasn't distracted by the colour and could focus on just absorbing the intense finish. I had become so used to the factory paint that I could see straightaway it was a staggering flat finish. I was seriously impressed with Jon's work."

Finally Tim was ready to show off his pride and joy. "I wanted to hit up DC and that turned out to be a big game-changer," he reveals. "The body looked immense but I was sickened by the fact I could still get a finger between the arch and the tyre and yet it still kept catching when driving. I'd wince at every bump and lump in the road. I had the worst of both worlds and just couldn't nail the stance I wanted. That show was the turning point and I realised I had to look at air, especially as it was now starting to take off."

"I was only ever going to use Jon to supply and fit the air. I trusted him and knew he'd see me right. Back then there was only one strut choice available so we ordered AirLift front and rear struts along with V2 management. I asked Jon to try and keep the boot useable and to try and keep the air tank and compressor in the spare wheel well. He did a great job."

Next, Tim turned his attention to the interior. "I wanted to get the seats retrimmed but I knew what sort of money the big name trimmers charge," he recalls. "As I didn't want to pay for a name, and I wasn't after anything too wild, I decided to give a local guy a try. This dude was up and coming in the VW

I had the
worst of
both worlds
and just couldn't nail
the stance

this colour and so I started looking for a low-mileage, three-door example with no previous modifications." Talk about setting the bar high! "After what felt like forever, one turned up in Lincoln so I made the trip over from Leicester to check it out. It'd only done 45,000 miles and was pristine: I had to have it!"

Tim was delighted he'd actually got his dream car but this didn't stop him from getting stuck in with the mods. "I knew that motor was capable of so much more and so I went for a custom remap, a manifold-back stainless steel Milltek exhaust system and a JBS de-cat pipe," Tim says. The end result of that little lot was 285bhp. "The throttle was just amazing: it just took off and sounded out of this world. It was deep and throaty at lower revs which transitioned to a screaming howl as the revs rose," Tim adds.

To haul it back in again Tim had a full ECS Stage 5 brake setup fitted, comprising Porsche Cayenne six-pot calipers clamping 355mm diameter monster discs which measure 35mm wide. Now that's a serious set of brakes! Tim ran his beautiful new R32 like that for a year. "I was seriously thinking of turbo'ing the car back then but decided against it. I still haven't put that thought to bed yet," he grins.

While Tim's bank balance recovered he





Dub Details

ENGINE: R32 3.2 V6 Custom Code remap to 285bhp, Milltek manifold-back stainless steel exhaust with JBS de-cat pipe, Forge Mk5 carbon induction kit

CHASSIS: WatercooledIND 9x19" (front) and 10.5x19" (rear) wheels with exposed hardware, face mounted and MD1 centres in matt Deep Blue Pearl with 215/35 and 225/35 Nankang NS-2 tyres, ECS Stage 5 front brakes, ECS Stage 2 rears, Air Lift front suspension struts and rear bags with KW dampers running V2 management

OUTSIDE: Front bumper smoothed to remove numberplate recess, washer jets and wing repeaters smoothed, stubby Lupo mirrors with carbon bases, de-cupped door handles, smoothed tailgate with rear wiper removed, US-spec rear bumper smoothed, solid red rear lights with carbon backs, smoothed engine bay with carbon slam and scuttle panel, radio aerial deleted, Audi TT filler cap located lower than standard

INSIDE: Edge Automotive retrim in black leather with blue Bentley single cross stitch, dash, doorcards, headlining and all black plastics trimmed in Alcantara, custom boot install with Alcantara tanks and nickel-plated hard lines

SHOUT: First thanks to our Kaz for putting up with me, and my folks. Jon from JH Pro Paint for all the hours spent on the build along with the rest of the team. Steve at Edge Automotive. Paul from C6 Carbon, JBS, Forge, Deep Impact Detailing, JC Weldfab, White Details, WCI and all the Route 32 crew. Instagram: @route32_official @route32mk4

scene and was only down the road from me in Rugby. I met Steve from Edge Automotive that winter and we hit it off straightaway. I told Steve I'd like Bentley-style diamond pattern but with a single stitch – rather than double – to keep it more OEM. Steve suggested black material with blue stitching: I was sold!"

Tim wanted to show off the new look at Ultimate Dubs but getting it done in time went down to the wire. Fortunately they just made it in time and Tim was elated when he got back into the driving seat. "As drove, I couldn't help but grin from ear to ear: the arch gap was now gone, the interior done and the body looked amazing. I'd really upped my game since Edition the year before. I felt so proud. Just getting it done in time for show was an achievement in itself."

But Tim wasn't ready for just how the show car game had stepped up since the year before. "I had a feeling the standard would be high and so, about a week before the show, I decided it was time to make the step up to 19s as I think they suit the Mk4 more than 18s. Everyone at the time was running Rotiforms, with 3SDM as the budget choice. I needed to make a big statement and back then wheels from WatercooledIND were very underground. They were what I needed to get to trophy standard."

But with major shipping troubles, the wheels were massively delayed so not only were they not fitted up in time for Ultimate Dubs, they hadn't even arrived by the time DC rolled around. "I decided that with no

I wanted the standard to
be very high with a
super-smooth result

definite arrival date I would pull the car off the road and strip it down at its second home, JH Pro Paint. We wanted to smooth the car more and take it to the next level. I made a list of things to do which included de-cupping the door handles, fitting a TT filler cap, as well as deleting the washer jets, the side indicators and the roof aerial. I wanted to lose the lower bumper grilles, too. I figured that if we were going to paint the roof, I'd try and disguise the sunroof by doing the roof gloss black. At the back Jon and I agreed to smooth the lower rear bumper. All small touches, I know, but next to a stock R32 you can really see the difference," smiles a proud Tim.

The plan was to unveil the 'R' at Edition38 last year and after a few weeks at Jon's the car was really coming on well. Steve then returned to trim some of the remaining plastics with Alcantara to complete the interior. But true to its namesake, Tim's project's unlucky rep reared its ugly head. "FedEx had somehow managed to lose one of my wheels and there was no way of getting it back or of shipping a replacement in time," winces Tim. "It would have to go to the show on 3SDM rims and I was gutted. Still, I managed a third place in the

Mk4 class but couldn't help wonder what might have been if I'd rolled into the show on splits..."

It actually ended up being after Players that the complete set of rims finally made it onto Tim's car but by then he was already planning the next show season. As if he hadn't done enough already, Tim wanted a new look ready for UD this year. Talking to Jon he booked yet more time at the JH Pro Paint. This time around it was a smooth bay Tim hankered after and he wanted to be the freshest UK R32 to do this since TUK Customs did its black one a few years ago. "I didn't just want a tidied bay," says Tim, "if we were going to do it, I wanted the standard to be very high with a super-smooth result. The car I bought years before with every conceivable option was about to lose a fair few more of them doing the bay. The air con would have to go and we'd already lost the sat nav as the aerial had been deleted last time around. The heated seats were ditched when Steve did the interior and now I was telling Jon I didn't even want a coolant header tank. The things we do for smooth."

But try as they might, with no coolant bottle Jon and Tim just couldn't get the R32 to run without overheating.

The only

answer was to run a custom alloy radiator with a top-fill neck and enough coolant capacity to keep the engine sweet. After hours upon hours of wire tucking and then, finally, a whole bay paint, Jon was getting close to making Tim grin, but it wasn't home and dry, as Tim explains with a sigh: "You might have guessed: it was running late. I'd booked it in to be detailed two days before UD. Yeah, that didn't work out too well. I ended up dropping it at 1.30am in the morning (instead of 5.30pm the day before as promised), less than 24 hours before the show doors opened. My man Jim at White Details got stuck in but not without calling me and Jon every name under the sun. We'd had nightmares in the end, struggling to get the air install neat enough to show off in the boot now instead of hidden away."

As Tim relives those painfully-late preparations he tells us about how his apprehension was eating away at him: "While the car was being detailed, I was stressing because I was about to drive its first journey with the bay smoothed and had no idea if it'd work after we'd taken so much out. We'd had no time for test runs. I was feeling a mixture of nerves and excitement as I headed up the motorway, eyes glued to the dash and ears listening out for any odd noises."

But for once, Tim made it on time. "Once I rolled in, Jon and I were dead men walking but the buzz of making it there kept us going. Paul from C6 Carbon was doing a load of carbon bits for me and was due to drop them at the





show. After seeing Jon's Mk1, I wanted to do the carbon slam panel to make things tidy but that was the only bit I had until Paul rocked up with the scuttle panel and roof bars, which we fitted there and then. I could finally stand back – JD and Coke in my hand – that was it, right there: the culmination of years of planning, stressing, spending, dreaming and wishing all coming together under the show lights. The reaction from people was amazing. The bay and the rims had taken things right off the scale for me. They'd put me where I'd longed to be: a true custom R32 done tastefully, and one to stand up there with the other UK boys as well as those in the US."

The final euphoric moment of the weekend came when the show winners were announced and Tim walked off with 'Best Mk4'. Tim was dumbfounded when he realised: "The guy I came second to at the previous year's E38 show was announced before me and my heart was in my mouth when it dawned on me a split second before it was announced that I was in with a chance. I genuinely couldn't believe it. I was honoured." And that was just the start. Since then, Tim has cleared up, hauling 'Best Mk4' at Early Edition, then again at DC, scoring fourth in the 'Top Ten' at VWF and, as we write this, Tim has just pulled it out of the bag again and topped the Mk4 class at Edition38.

But it wouldn't be Tim's Mk4 without some last minute drama. "I very nearly didn't make it here today. On the way back from VWF it started coughing and spluttering and I only just managed to limp it back to Leicester. Because work has been so mental for me, I just didn't have a spare minute to look at it. It was booked into Deep Impact Detailing last weekend ready for today so, guessing at what it could be, I ordered a set of

coil packs but they didn't turn up until last night. Running on only three cylinders, God knows how I limped it to Jon's as we pulled a very expensive all-nighter. But that wasn't the only drama. We had major fuel pump issues: it got through three packs of fuses before we finally traced a problem to a shorting spark plug."

You'd think after such an impressive trophy count and more drama than an episode of *Downton Abbey*, Tim would be happy to chill and raise a JD and Coke to 2014. But no. A sucker for punishment, he tells us he's not done yet: "I want more power, more carbon and more polished stuff. Next year, I might even go for a colour change but that won't be until after next season, if we do it."

While you could say Tim's taken a lot away from that pure OEM showroom R32 he originally fell for, he's more in love now than ever before. You see that was 'just' an R32. This car, though, is Tim's R32 – an award winning R32! ●



Black leather with blue Bentley single cross stitching by Edge Automotive looks the absolute business on the seats, doorcards and in the boot



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●●● 05/10/2014

POSITIVELY GLOWING

Show and Glow's freshman outing in 2013 was a resounding success so what would its sophomore effort bring? Everything that made it good the first time and more!

Words: David Kennedy Photos: Nick Williams





SHOW AND GLOW BLUEWATER, KENT

Oh, another show at the end of the year? That's exactly what we need. In October too, so it'll be freezing, great... we cynically thought when we caught wind that Simon Delahaye and a couple of friends were thinking of hosting their own event at the tail end of last year. A little negative, perhaps, but unfortunately sometimes we can be. Let's just say we've had the 'so, what does it take to put on a show?' conversation with more people than we can count over the years and usually, not much good ever comes of it. But when we heard what our man Simon had got up his sleeve for his event then we soon found ourselves changing our minds.

The event was to be held mainly indoors, so bad weather wouldn't kill the event dead, at the Glow Centre at Bluewater shopping centre in Kent, just a few miles down the A2 off the

M25. The Glow Centre is a complex built off the side of the Bluewater shopping centre and used for all manner of events, from wedding fairs to sporting events to well, car shows! And as it's part of Bluewater, there's no need to worry about things like dodgy showground burgers or pick and mix for lunch – you've got a choice of all the restaurants and fast food places you can think of just a short walk away! Oh, and with the amount of shops on site what better show to bring your other half to if they're not really into cars?!

Last year's event was a great success for Simon and the Show and Glow team so for this year the team stuck with the 'if it ain't broke, don't fix it' philosophy and stuck with the same format. With cars across both levels of the Glow complex parked neatly in rows as well as plenty outside in the surrounding car park area there was certainly plenty of tasty metal to see. This year the





BMX display had been moved outside which freed up some space for more cars. What the show was missing in BMX action it more than made up for in the quality of cars. Choosing to keep the cars spaced out rather than cram too many in made for a great layout over the two halls with plenty of space between each car to take a good look at each one rather than stand elbow-to-elbow with people fighting to get the best angle. And it made life easier for our snapper Nick Williams on the day too allowing him to get these lovely shots without having to

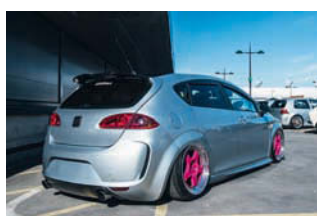
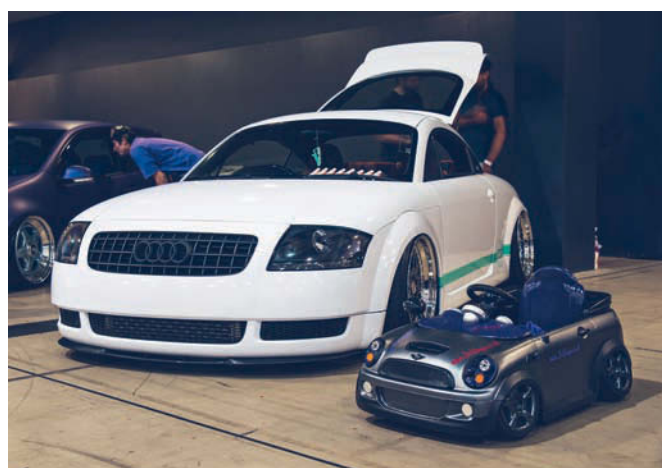
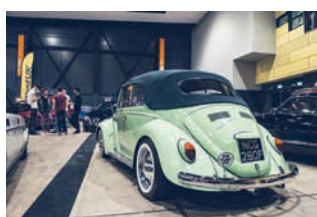
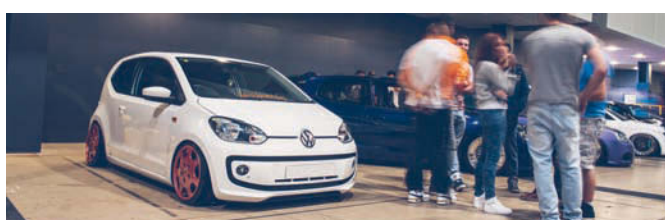
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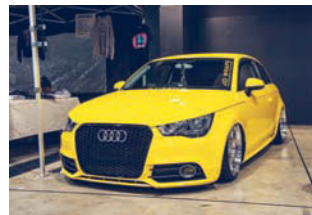
The show attracted a really sweet mix of metal too with everything from the newest of nu-wave VAG cars rubbing arches with air-cooled Bugs, Ghias and Campers as well as plenty of Mk1s, 2s and 3s too. In fact there was an especially great line-up of Mk1s all parked in a line in the main hall, something that's always fantastic to see.

The show also attracted some overseas visitors with the RollHard boys from Belgium making the trip over for the second year. Luckily the weather was nice and sunny

this year for the event, unlike last year's monsoon conditions that tried to drown everyone, so the outside car parks were much busier and people didn't need scuba suits to get to their cars. There were a handful of traders present too with the likes of Only Charged Dubs, Auto Finesse, Wheel Whores, HIC, Slim's Detailing and Vibe leading the charge.

All-in-all, Show and Glow 2014 was a winner in our books and with Simon and team behind it, it can only get bigger and better in years to come. See you in 2015! ●





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17/08/14

BASE INVADERS

There are indoor shows and there are outdoor shows but why not combine the best of both worlds? The German Volkstyle Base event, now in its second year, does just that and to great effect as we recently discovered...

Words: Elliott Roberts Photos: Ron V





VOLKSTYLE BASE WEEZE, GERMANY

Just when you thought we'd reported on every event this year we have another. Well, how could we leave Volkstyle Base out? Similar to the UK's Players Show in terms of the way it utilises the space both inside and outside hangars on an airfield, Volkstyle Base is one of those shows that just works. This is largely down to the location being cool from the outset. It's dramatic even before you stick a bunch of super-cool modified cars inside.

Okay, while Volkstyle Base may be considerably smaller than the Players event it still offers a similarly great mix of cars with quality being the order of the day. The venue itself, whether you're indoors or outside the hangar, makes for some great photos. With such dramatic backdrops and the huge central gantry, constructed especially for

the event, it still has a unique look of its own, which is very important these days.

Despite being held in Germany, the crowd itself is predominately Dutch, but then Airport Weeze is only just over the boarder where South East Holland meets North West Germany. With a friendly, almost local car clubs-style feel, the show still draws in some major metal from all over Europe, which you've probably already noticed from the photos.

You only need check out the top three cars of the day to fully appreciate the quality of work on display. German Jörg Ballermann's baby blue Mk1 was mind-blowing enough when we featured it way back in PWV 9/04, however, it's latest transformation is on a whole new level and makes this quite possibly the best Mk1 ever to grace these pages. The full feature we have coming soon will





explain the full extent of these upgrades in far more detail. Alongside Jörg in the winner's circle was Dutchman Ruud Janssen's crazy Fridolin creation; at the heart lies a mid-mounted W12 motor. Again, you can read more about this amazing oddball in an upcoming issue of PVW. Finally, Carsten Vogels' from Kaarst, Germany, was getting some serious love for his brown Mk1 Cabby which rounded off the top three slots nicely.

Other familiar rides included Jan Otto's stunning Audi RS2 (P1VW 6/14) now on chromed Speedline splits, which totally completed the car in our mind. Fellow Doozie member and another ex-PVW feature car was David Fröhlich and his Kevlar-clad Mk1 Golf 16v turbo – another one-off creation that proves just how extreme the modified VW scene is right now and why it's so damn awesome!

Big Ron's freshly finished 964 911 made one of its first outings,

too, and looked incredible rolling hard on stepped BBS RSs. What else would you expect from the man that brought us one of the most well-known Mk1 Golfs of all time, until its sad demise early in the year due to a fiery accident?

Volks Base even had support from the UK in the form of the Dubfiction crew, which brought over with a bunch of its cars, along with fellow Brit, Vicky Ellison and her ever-evolving RSI-kitted New Beetle.

On top of the show cars were a handful of trader stands that included the likes of Air Lift, Plasti Dip and Dumpd to name but a few.

With a great mix of nu-wave, old-skool and even a few air-cooled car there was enough to keep everybody happy for hours despite the show being one of the more intimate ones around. All in all, if you like your shows super laid back and your cars super high quality then Volkstyle Base is well worth a visit ●



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THE PLAY STORE

Since 2007 the end of summer has always brought with it Players, one of the true multi-marque shows on the calendar. Needless to say, we love it!

Words: David Kennedy Photos: Gareth Spiller

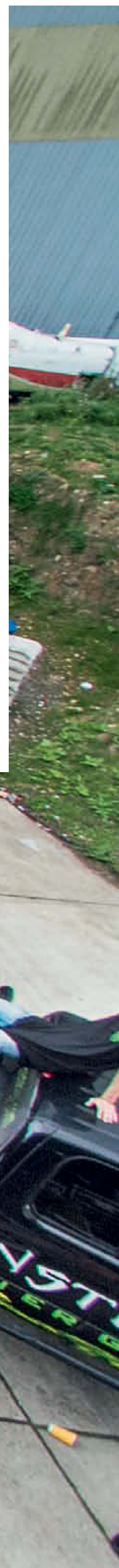


PLAYERS
NORTH WEALD, ENGLAND

Back in 2007, when Carl Taylor and Jay McToldridge asked us what we thought of their idea to launch a new show called Players we said something along the lines of: 'We don't know guys, putting on a show is not as easy as it looks...' Well, seven years later, what can we say? We were wrong. But how did they do it? And more importantly, how have they managed to keep doing it so well with countless other projects on the go at a time when it seems everyone who's anyone is putting on, or thinking about putting on, a show of their own?

Could it be simply down to luck? Well, as much as the haters would like to say it is, that's not exactly true. Don't get us wrong, the Players boys have had their fair share of good luck with their events – namely always enjoying excellent weather which, believe us, definitely makes a difference to how a show can turn out – especially in its early years when it doesn't have its reputation to carry it through a weekend of rain and all-round bad weather nastiness.

The guys also pulled off a great turnout in their debut year, thanks in no small part to both Carl and Jay being the masters of self-promotion. This is helped by both of them usually owning at least one of the scene's most talked about cars at one time or another (Carl's '90s Mk3, Cow Caddy, Art Car BMWs and series of RS and S4 Audis and Jay's extreme Mk2 G60 and then his ever-evolving Mk1, his Polo

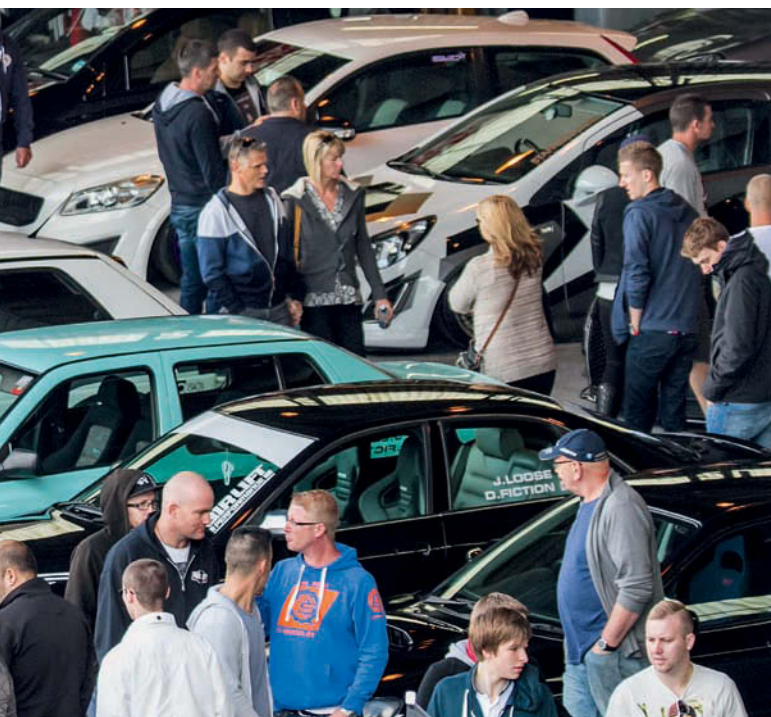


race car and Datsun truck, to name just a few). We should know, we've featured enough of them over the years and, usually, they've been some of our best selling issues, too – go figure! The thing is with Carl and Jay, though, while they are certainly capable of building show winning cars that never fail to attract a crowd, they do it with a real sense of fun and tongue in cheek attitude. They seem to know better than most that modified cars are meant to be fun, and as such, so should car shows. Which brings us back to the main Players event...

The location hasn't changed since the '07 event; it's still held at North Weald airfield in Essex, near the M11 and M25 intersection. When we first attended we thought there was no way they would ever run out of space although as anyone who went to this year's event will no doubt know, they almost have! In fact, the only thing that's really changed since Players 1 back in 2007 is that now Players is a multi-marque show, a multi-everything show, in fact! Players 1 had a smattering of non-VAG stuff in attendance it has to be said; the boys have never

claimed the show was a strictly VAG affair even from the very start but these days there's probably 50% VAG cars present and 50% everything else. And we love the show for it! Sure, pure VAG shows are obviously fantastic but we love the chance Players gives us to check out some awesome cars from the Japanese and BMW scenes. Players even attracts American muscle cars, retro cars from every scene and a odd-balls like concours-spec Fords and off-road rigs! It gives the show a really great atmosphere when you're walking around as you just don't









know what you will come across next.

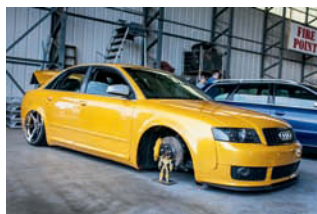
Case in point, one of the most talked about cars of this year's show, and the winner of 'Best of Show' and the 'AirLift/Players' choice awards was a Renault 4 van towing a caravan, both hard-slammed mere millimeters off the ground and as unique as you like. It rolled right into the middle of the main show area alongside Drew McGraw's rotary-engined Mk1/Beetle hybrid and Bruce Holder's body-dropped Land Rover, too, for maximum effect. Even if they hadn't won any trophies, then these guys would have gone home with the award

for best entrance of the day!

We do have to mention Players frontman Jay's Mk1, too, which made it's latest 'debut' at the event. Well, in fact, we've lost count of the amount of times this car has debuted at an event and stolen the show, it's been through so many looks and styles over the years, from out and out show car to rip-snorting road racer to it's current look, a jaw-dropping mix of the two disciplines with the same fire-breathing G60 up front mixed with Porsche green paint, Rotiform SCR wheels and a stunning interior with Cobra seats.

Other cars we loved included the BMW 8 Series on Rotiform TMBs and bags, the blue and cream air-cooled Bug reportedly built by a 16-year-old and, perhaps worryingly, the three awesome Hillman Imps at the event, two in the hanger and other on the Wheel Whores stand. We also fell in love with Jamie Gough's insane wide-arch RS2000 with its fully-built 2.4-litre Pinto, the flawless Karmann Ghia parked in the main hall and the bagged Rover 75 estate which has to be one of the oddest choices of cars to modify in existence. It looked wicked though! ●





There was also plenty of Porsche metal in attendance, too, with Richard Payne's Rubystone red example out to play (with matching nu-wave Caddy too) still being our favourite of the bunch. Or was it the red one on the black centred splits? It's so hard to pick between them all when they're all so good!

We have to give a special shout out to Manuel Rabasa of DSLC Performance in Spain who drove all the way to the UK for the event in his white 964 on AirREX suspension and Rotiform FUC wheels – that's some drive!

Players isn't just about the cars, though,

as even the most dedicated of show-goer must admit, you do need a break every now and then. And this is one area the Players boys have nailed. The huge Monster Energy stage was a new addition, providing not only a place for DJ Richie Don to spin his tunes all day but also a really cool chance to get up on the roof and enjoy an aerial view of everything. The now traditional strong man competitions are always good for a laugh watching people sweat it out (literally) for some top-notch prizes and the food and drink stalls are as good as at any show. This

year the guys also added the Fueltopia Barrel Sprint event to proceedings. Located at the opposite end of the site it gave everyone a chance to check out some quality car control action from some drift machinery, including Players' own S14a on Air Lift suspension.

So all in all, what have we learnt from Players 2014? Well, quite clearly, if you come to us and ask if you should put on your own show and we say no, don't listen! If the success of Players is anything to go by, we clearly don't know what we're talking about! ●



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— S P L I T — DECISION

Simon Delahaye has created one of the most subtle, unique Mk2s to ever grace these pages, and it's the complete opposite to his previous 'car'. As we soon discovered, though, the two have more in common than we thought.

Words: Elliott Roberts Photos: Nick Williams



When modifying cars people tend to develop a style or approach all of their own which they then stick with. There are some that go for the 'less is more' look and achieve maximum impact from cleverly removing more parts than they put on. Then, on the flip side, there are those who will splash the cash and throw a ton of sh*t at their car hoping some of it sticks and that they get noticed in the process. We're never ones to single people out or point our fingers and laugh (*well, not in public, at least ~ All*). Each to their own, and all that politically correct bullsh*t. For the best part, though, neither of these styles seem to mix. People either go extreme or subtle. The thing that separates Simon Delahaye from most others is his rather broad style of car styling. In fact, that's an understatement, demonstrated by the fact

that last year Simon built one of the most extreme 'cars' to be featured in these pages and this year he's built one of the subtlest.

His old Mk4 Golf Ute (yes, we did say Ute), featured back in PVW 5/13, was effectively a Mk4 Golf Estate which Simon and his band of merry men lopped the back off. While it was a bit (okay, quite a lot) more technical than that, and the fit and finish was not far off of being to a factory standard, the creation itself was totally bonkers. In contrast, his latest project, this rather unassuming Mk2, while being very pretty is far more subtle. "You probably won't believe me but the truth is, during the short period I owned both cars and took them to shows, even in it's previous daily driver guise, the Mk2 would still draw more attention," Simon confessed. "For some reason it's just one of those cars people can't help but like, even those that aren't massive Mk2 Golf fans."

The thing is, the Mk2 hasn't so much replaced the Ute, rather it's outlived it. "I've actually owned the Mk2 for eight years now. It's kind of part of the family," Simon explained. "I found it on eBay and won it for just £132. I remember bidding because I thought it was one of the rare orange shades but after going to collect it and literally dragging it out of the seller's garden, I soon realised it was the more common Mars red with a whole load of paint fade!"

Simon managed to get the 1985 1.3C home and straightaway gave it a good polish, chopped the springs and threw on a set of Zender Turbos and that's the way it stayed for a good few years. "That's just what you used to do with old Golfs; chop the original springs in half, offer them up to see how it looked and the lop another couple of coils off for good measure," he said.

Apparently the car itself was really solid



It's hard to explain,
but it no longer
feels like an old car





and to Simon's surprise featured all original paint, too. Well, other than one of the front wings, which coincidentally had been resprayed in the orange shade he had originally mistaken the entire car to be!

The car only had 82k on the clock when he bought it and now, some eight years later, that's only risen to 104k. Not bad when you consider the amount of shows he's attended in it and the fact that it's remaining taxed and on the road during the entire eight-year period. "I have some great memories with the car," said Simon. "For example, when my wife was expecting, I took her out in the car, which was obviously quite bumpy, to try and bring on the pregnancy," he laughed.

By this stage Simon had fitted a set of BBS RMs, upgraded to coilovers, installed some electric Recaros and a pair of chrome Porsche handles. "That was just before the stretched tyre revolution kicked in, by which stage I'd switched to the Design 90s the car is probably best known for wearing." It was around this time that Simon started attending the local Prept meets on a more regular basis and then going to shows like Players and E38. "Even with the original paint I managed to pick up a few trophies with the car, which was great as that's something I've never purposefully gone out to try and do," he revealed.

Even when he started working on the Ute project, the trusty Mk2 was always there: "I'd usually drive the Ute to shows and my mate Lee would take the Mk2 for me. This is when it would still hold its own even parked directly next to the pick-up." While the Ute had always been just a bit of fun, by this stage the Mk2 was well and truly part of the family but, saying that, Simon never originally planned to go quite so far with it. "I had always said to myself I'd only ever do the bay or swap the engine when the original one let go." And even when it did his initial reaction was to replace it with yet another 1.3-litre, just one which had been nicely detailed and that would slot into a tidied bay. It was actually

during his trip to Edition 38 last year that the inevitable finally happened. "We were driving up in the Mk2, as by this stage I'd sold the Ute to fund the upcoming show we had planned [Show & Glow], and stopped for doughnuts only to return and the car not start." That was sort of the starting point. "I was still considering the 1.3 thing but then I heard that Roy Allen from Autobarn, whose Mk3 Caddy had been featured in the same issue as mine, was about to fit a V8 and go rear-wheel drive." As a result Simon got straight on the blower to see what Roy had planned with the NA 20v running ITBs that was residing fitted in his Mk3. "Fortunately for me he didn't have any plans and was happy to let me have it, so we agreed a price and I went straight over to collect it."

Looking at the car now in its complete form, the engine couldn't have been any better-suited to the style of the car. While it appears super-classic and almost timeless to the untrained eye, each modification is slightly wacky, which actually means this car (or the thinking behind it) has far more in common with the oddball Mk4 Ute than you might first realise, even if it is less obvious.

It was at this stage that things inevitably snowballed, as they have a tendency to do when you tear the engine out of the car. "I started with the bay and did all the welding, filling and prep work myself. Then Ross, who painted my Caddy, stepped in and blew the whole bay in." While the car was at the bodyshop the guys then convinced Simon to do the whole car. "To be fair, it didn't even need any of the original panels changing, just a few of the parking dents picking out."

While Ross was getting sorting the body, Simon was busy on eBay. To say he's an eBay addict is a massive understatement; much of the car is made up of rare bits he's snapped up right sharpish on 'the bay'. "I managed to find a pair of super-rare gradient-style Recaros on there which I snapped up for £180," he revealed. If you think that was jammy, because the seats needed a retrim,



Simon even managed to find the original material on eBay so he could have his friend Lee Drake refurbish the old chairs and also retrim the rear bench to match. "The seats also slotted in a treat on the original electric Recaro subframes," Simon said.

It was a similar story with the steering wheel, which was another eBay find. "It's made by a company called Petri and not only did it fit on the original boss, it was also stamped with VW/Audi logos so it must have been an OE part at some stage," Simon told us. He was even more surprised with how well it fitted in with the other subtle touches. "It actually looked better fitted in the car than it had on eBay," he added.

Something Simon only mentioned halfway

through the interview was that he'd bought an early Type 19 GTI before starting the major makeover on this car, but that wasn't even close to being in as good a condition, as Simon explains: "It was the earlier small-bumper car which has subtle differences to mine. However, it was in such bad condition we ended up using it as a donor car for this one." So once the Mars red 'C' model had been painted it went back together using one-piece chrome-inserted window rubbers, brakes, bumpers, doorcards, fuel pump, loom and a bunch of other bits from the GTI.

The final external mods include pop-out Happich clear rear glass, a de-locked rear plinth that still features a push button and early Porsche 924 ally door handles. Oh, and

he picked up the perfect finishing touch from a certain Danny Allen: "I'd been looking at numberplates for the car for a while, and had seen 'C19 TYP' up for grabs but then Danny put 'A19' up for sale, so I just had to have it." Those with a keen eye will notice this isn't the first time that plate has appeared in these pages, though. Nope, it once lived on another rather special Type 19 Mk2 Golf in the shape of Martin Peryagh's air-cooled-inspired car.

Anyway, back to the project; with the interior and exterior finished it was time to get the motor back in. Before the engine was finally dropped back into the freshly painted bay, though, Simon had all the bits that had previously been painted gold when in the hands of Roy now redone in grey. Once in



place, the Emerald ECU was connected to the GTI loom and fuse box and the car was sent off to Rolling Road Solutions (RRS) at Brands Hatch for a mapping session. "We also had to reinstall the VVT which had previously been removed. It fired up first time although it was running super rich. We didn't want to take any chances and the guys at RRS did a fantastic job." In fact, Simon went so far to say the 'old Golf' now feels like a new car: "It's hard to explain, but it no longer feels like an old car. You'd expect it to be loud and obnoxious but it drives really well. It's so smooth and not even that loud until you put your foot down." Simon claims the car is going off to EMP soon to have a custom exhaust made to replace the existing

OEM setup, so that may change a bit.

With the car all but finished Simon, who's something of a self-confessed wheel geek, had to turn his attention to the tricky job of deciding which wheels to fit. "I loved the car on the D90s and that's kind of how people knew it but then I started seeing OEM split-rims at the shows out in Europe and fancied having a stab at a set for the Golf. I'd always loved the Pirelli P even though it's a bit of an ugly, almost Marmite-style wheel."

Simon figured, if he put a bit of dish on it and increased the diameter it would be in keeping with the period-perfect look of the car but still put a slight spin on things as well. So did he research the process online before getting stuck in? "No, we just went for it.

I actually had a set of 14" Mk1 Golf Pirelli Ps and a set of the rare 15" Ps but to do it right I needed to source a set of 14" Mk2 Ps, which have a 10mm gap between the slots, rather than the earlier 8mm gap," Simon explained. He'd previously been playing with a set of 17" Autostradt Monzas, which he'd had redrilled from 4x114.3 to 4x100. "We offered those up and they worked perfectly, so when we started on the split Pirellis we used them as a base," Simon told us. After sourcing a set of Ps off, you guessed it, eBay, Si's friend (the same guy that chopped the back off his Mk4 Ute) proceeded to chop the barrel away from the centre. "You could see straightaway that there was enough metal, or meat left on the face, to mount a



Dub Details

ENGINE: 2004 Audi A4 NA 20v four-cylinder with VVT reinstalled, ported inlet manifold to match GSX-R 750 ITBs, running G60 injectors and custom Kevlar air box and carbon base plate. Custom exhaust manifold mated to Mk2 GTI system

CHASSIS: 8.75x17" and 9x17" custom Pirelli P split-rims using original wheels cut and mounted to Autostradt Monza lips and barrels with Nankang 185/35 17 NS2 tyres. FK G1 coilovers, GTI roll bars and brakes all-round

INSIDE: Retro gradient-style electric Recaros, Petri four-spoke OEM Audi/VW steering wheel, early GTI doorcards, rear bench trimmed in matching gradient Recaro material. Slimline race car-style battery located in boot

OUTSIDE: Early GTI bumpers, pop-out clear Happich rear windows, delocked rear plate plinth, early Porsche 924 ally door handles

SHOUT: Ross Ward, Lee Drake (retrim), Mike The Engineer for wheels, Roy for engine, Gave Hills and Lee for general support

lip and barrel, too."

As luck would have it, there's an engineering shop just across the way from where Simon's unit is located, so he approached them to see what could be done. "There's a guy there we call 'Mike The Engineer' and he can do pretty much anything. I approached him with the wheel centre and a lip to start with. He looked at it for a short time and then said it shouldn't be a problem at all." Apparently it was just a case of cleaning up the centres and then working out how much to mill off the mounting surface. "He then asked me how many holes the lips had and then proceeded to work out in his head exactly what angle the hole would need drilling at and also what the final offset would be."

Obviously it's quite hard to put into words but the process itself is relatively straightforward. "We stepped the wheels up from 14" to 17" and the final widths came out at 8.75" up front and 9x17" out back," said Simon. "They all use the same barrels, it's just the lips which are different." According to Simon, even though they use the same Nankang 185/35 17 tyres all-round, because of the slight difference in wheel width, the overall appearance of the tyres is totally different and the effect, once bolted up to the car, is incredible. That's what we love about this car: to the untrained eye it's just a very clean Mk2 Golf but to those in the know, well, it's equally as radical as Simon's old Ute. In fact, in our minds, it's taken things to a whole new level! ●



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Golf 2 2wd	£428	Lupo	£428
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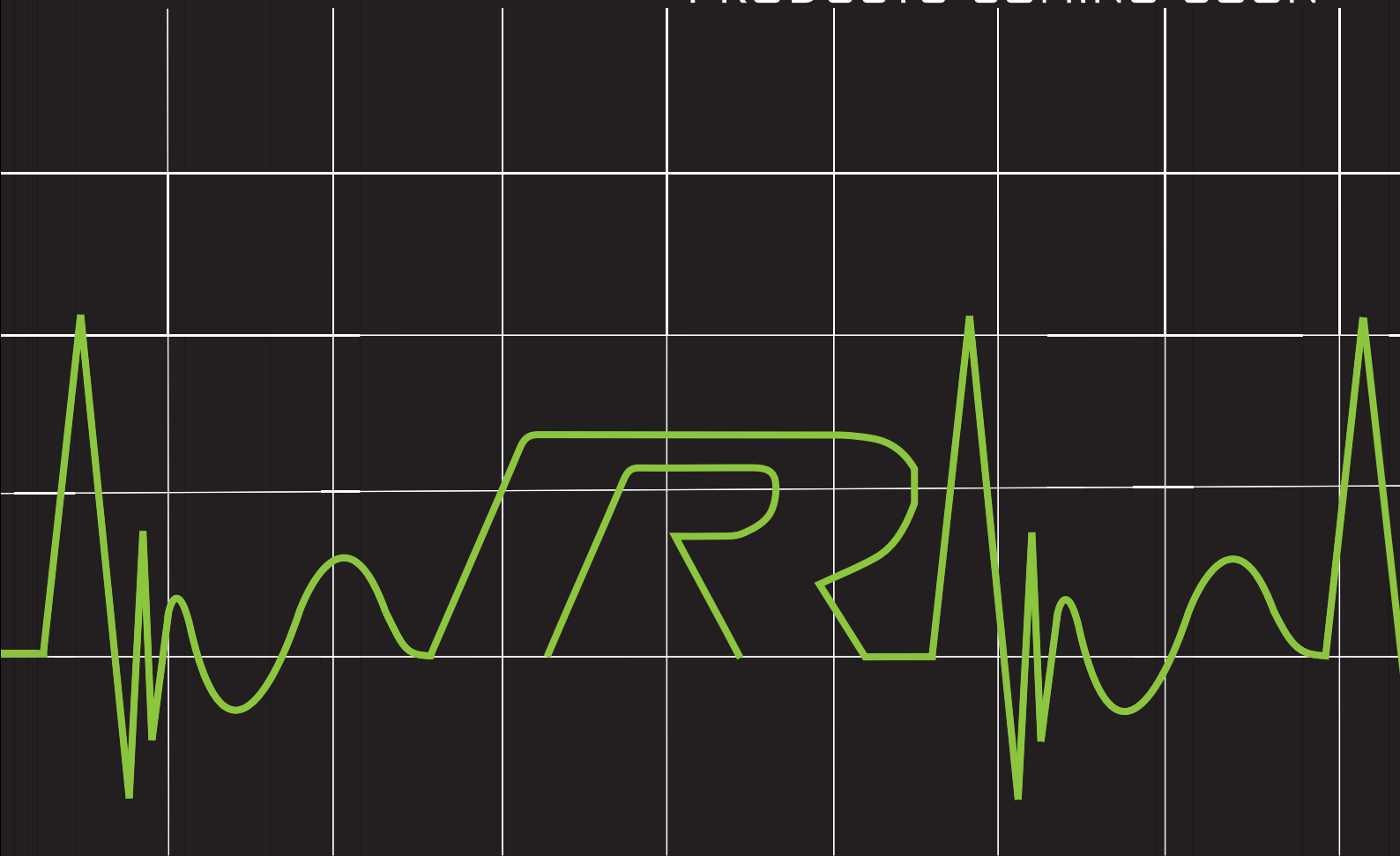
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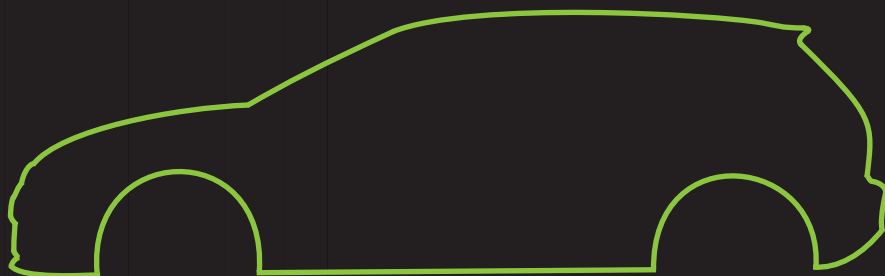


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Jesse Seymour might not be one of the scene's social media heroes, but that hasn't stopped him from building one of the most timeless Mk1 Golf GTIs we've seen in a long time...

Words: Simon Jackson

Photos: Sam Dobbins

“My father bought me a Mk4 GTI when I was 18 with inheritance money he had just received from my recently-passed grandfather,” Jesse Seymour explained, “I always had my heart set on a Golf GTI and my father made it happen – I was the happiest kid in the world driving that car off the lot, but honestly, I think my father was probably happier than I was.”

Back in 2003, when Jesse's Mk4 was almost box fresh, he was one happy and seriously lucky 16 year old. Some would've classed him as what he terms a 'Mk4 kid' – the kinda young buck whose folks had stared into those cool and calculated eyes and purchased whatever their offspring desired – the latest toy all the spoilt kids desired. Those people could not be more wrong...

“I knew this was a gift I would never take for granted,” Jesse admitted. “Little did my dad know this car would be the beginning of an obsession that only grew stronger and stronger as the years went on.”

Grateful for this head start in his automotive life rather than gratuitously accepting what came his way, Jesse realised his fortunate position and let that work as a springboard for a lifelong obsession with VWs. “Soon after I got the Mk4 the small mods started; headlights, grille, window tints and plenty of other small things that I'd now

consider tasteless..." he admitted. "Soon all that led to installing a new suspension setup, exhaust and wheels."

Pretty soon Jesse and his Mk4 found themselves enduring college life in Vermont, where, as luck would have it, Jesse rented an apartment right across the street from a VW garage. As you might imagine, this served only to inflate his already amplified passion for the brand.

"I became friends with the head mechanic, Denver, and I guess you could say he took me under his wing. Before I knew it I was mopping floors, and pumping gas in exchange for \$8 per hour..." Jesse said.

Aside from the small amount of green finding its way into Jesse's backburner, he was in the process of earning a much more valuable set of lessons. Gradually, Jesse absorbed a whole wealth of invaluable knowledge about VWs and how to spanner cars in general. Soon he could be found tooling around town in a Mk2 Jetta GLI 16v as a winter beater while the Mk4 was tucked up out of the cold weather. Put simply he fell in love with early water-cooled Volkswagens.

Logically, the faithful Mk4 soon switched from hibernating show car to daily driver,

and the more fragile old-skool Veedubs took over as the focus of Jesse's project car attentions – while he still had love for that Mk4 his old man had bought him, he now realised old was gold.

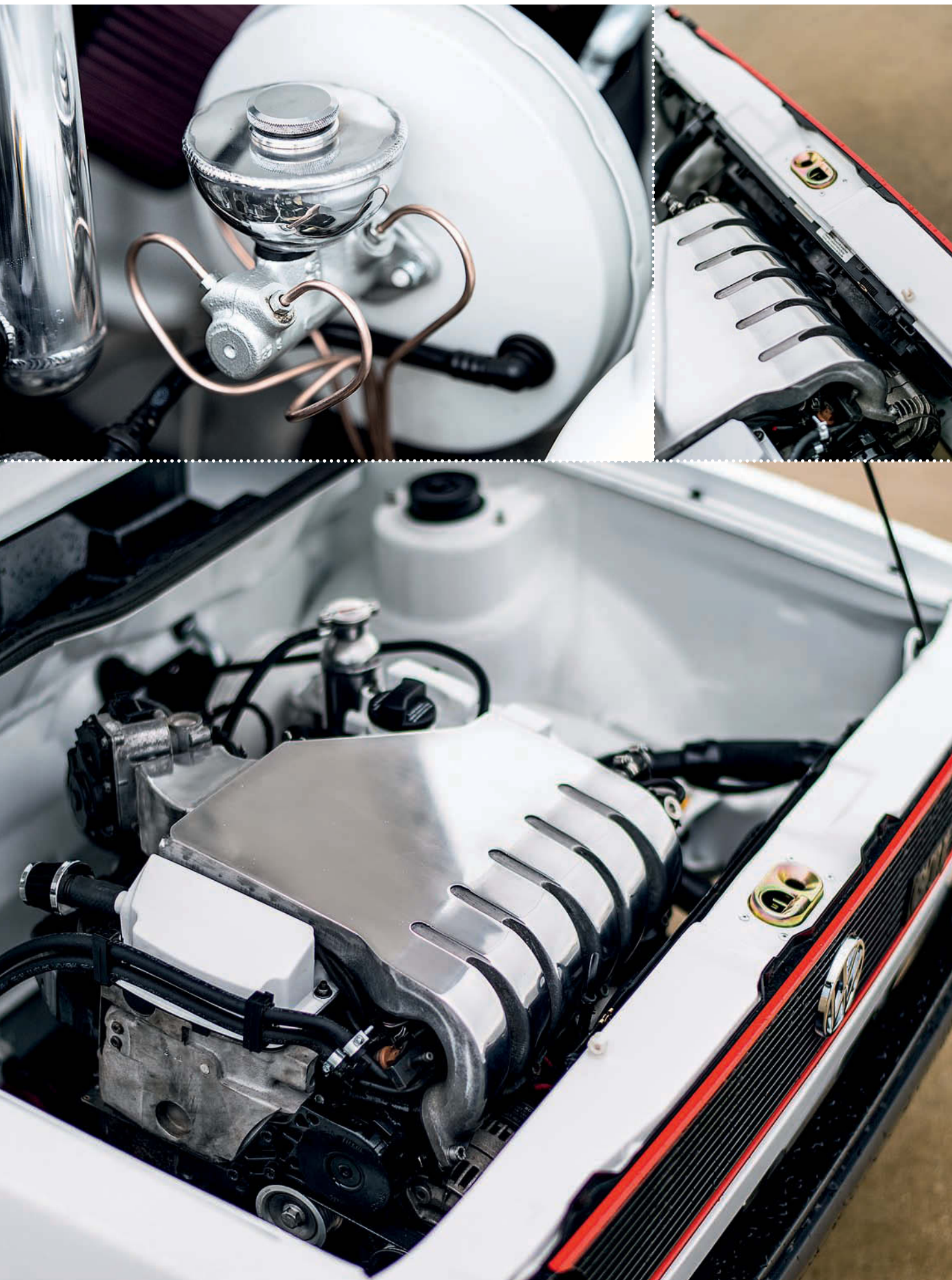
"I helped out on my first engine swap when I was about 21 years old," Jesse recalled. "It was a Mk2 Jetta 8v Coupé that we swapped a VR6 engine into. I would end up acquiring the car a couple of years later, and the motor would end up getting rebuilt and used in all my future projects."

For Jesse, though, it was always the Rabbit that flicked his switches. And this is where his allegiance to the brand was really at its strongest: "There is just something about the history of the original hot hatch that I wanted to be a part of and contribute to," Jesse explains. "Through my mid-20s I was a self-proclaimed 'Mk2 guy' – but I always knew when I found the right Mk1 shell, that I would go for it and tackle one."

Eventually the 'right' shell appeared on Jesse's radar, and when it did he wasn't in the mood for messing about. Out went his cherished Mk2 project car, which he'd already invested many thousands of dollars into. In its place came two Mk1 Golf shells –

“I always knew that when I found the right Mk1 shell, I would go for it and tackle one”





Dub Details

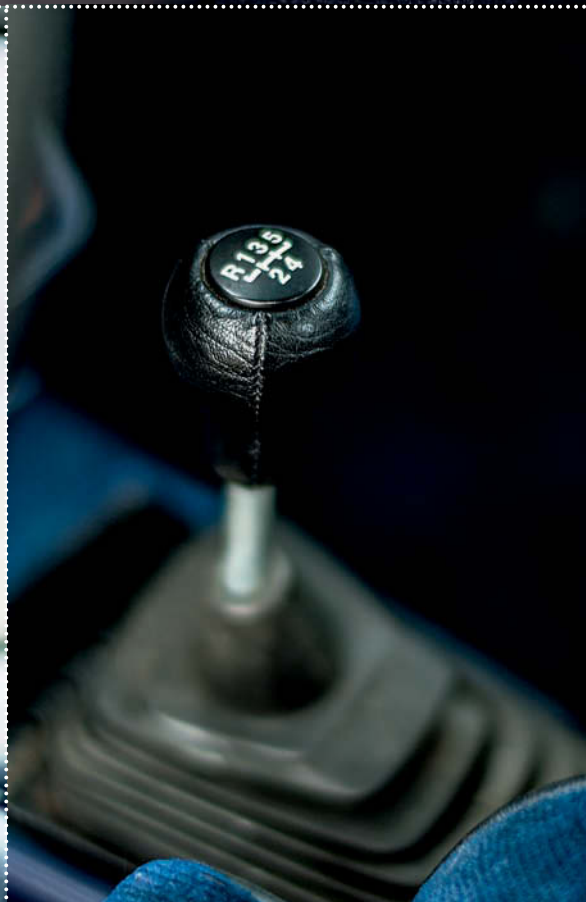
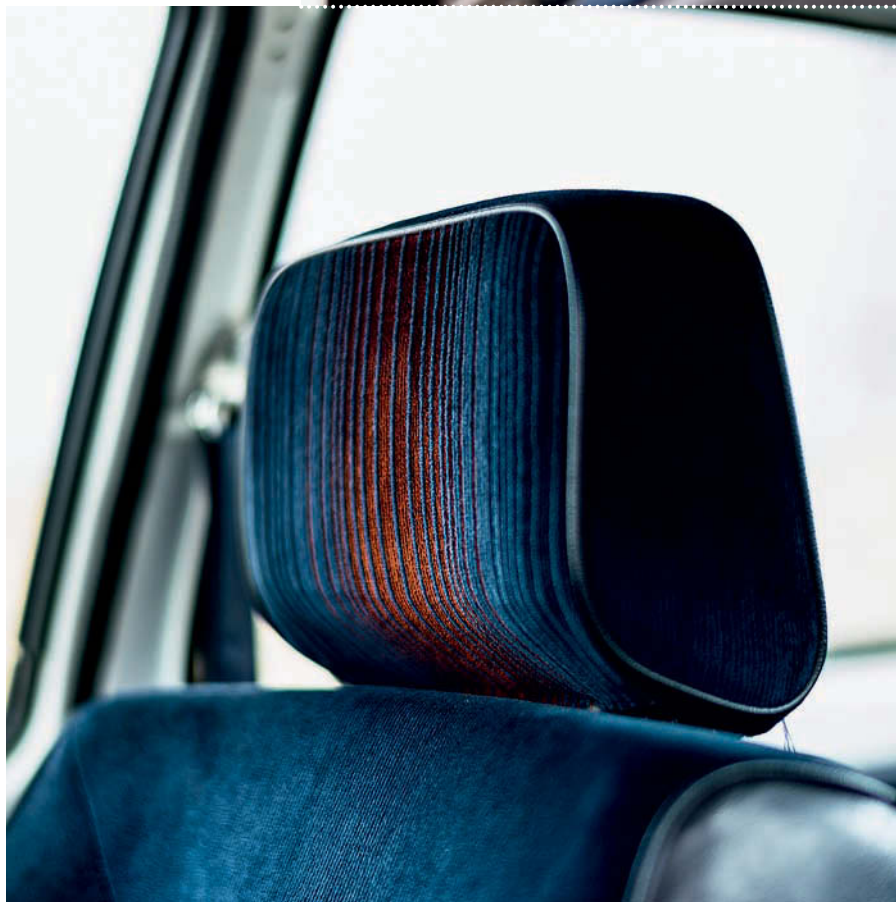
ENGINE: 2.9-litre VR6, Autotech 262 cams, United Motorsport Tune, Eurowise engine mounts and o2a cable clutch conversion

CHASSIS: Air Lift Builder series struts with AccuAir e-Level management, 7 and 8x15" BBS RS041 split-rims powdercoated sparkle silver

OUTSIDE: Round headlight conversion, small rear light cluster conversion, deleted side markers and moldings, Euro-spec Golf GTI badging, small metal bumpers, full respray in Audi Ibis white paint

INSIDE: Factory blue (with red stripe) US-spec GTI interior

SHOUT: Danny Herrera, Joe Tavella, Steve Ouellette, GarageJobs, Alistair Parker for the work on the killer intake manifold, Denver Webb, Zak DePiero, mum and dad and everyone else who's helped – there are too many to mention



both 1983 examples, both GTIs.

"I actually found the two shells for sale on VWvortex which were located about 30 minutes from my home. One had a crushed rear quarter and would be used for parts. The other was the one I would use for the project," Jesse said.

One of those 'unfinished project' affairs that never really took off, the good car had no engine, no front wings and no hope about it. When Jesse got it back and began laying out his acquisition in the garage he ended up with a whole car – just in pieces. Fragments of it were scattered about the place like some sort of scene from *Air Crash Investigation*. Sounds bad, right? Well, it wasn't. Jesse might have bought himself a giant vintage 1980s German jigsaw, but what he had before him was a shell with very little rot, and almost all the parts he needed to build a functional, driveable vehicle including that delicious period perfect, and mint, blue GTI interior trim you see in our pictures. Now all that was left to do was to somehow get the car looking like the one he had pictured in his mind's eye.

"Before I even bought the car I knew I

wanted a kind of Euro-spec exterior:

round headlights, small bumpers, short tail-lights, and no arch flares," we're told.

"I had no idea on colour or any other specifics of the project, except for which wheels and which motor I wanted – I already had my 2.9-litre VR6 and a set of BBS RS that I had no intentions of getting rid of!"

Sensibly Jesse got stuck straight into the engine element of the project first. He figured this would be the hardest part of the whole build so he'd best tackle it while his motivation was at its highest.

"A group of very close friends and I actually built two cars at the same time, mine and Joe Tavella's Caddy pick-up, in a very small, crowded garage over the course of about one year," Jesse explained. "Tensions often ran high as people were stepping on each other's toes and banging their heads, but for all the rough times we had during the builds where we wanted to kill each other, there were twice as many priceless moments that I will never forget. As the cars came together, so did friendship."

I'm lucky to have been able to build
this car in the company
of my really close friends



With parts collected from all over the shop through friends, swap meets, internet acquaintances and trusted specialists, Jesse admits that in hindsight he kinda rushed sections of the build and was too quick to purchase parts on his shopping list.

"If I could start over I would slow down," Jesse refreshingly admitted. "Some of the build just seemed rushed and stressful, and at times it just wasn't fun. I had my sights set on the finish line when I should've been taking my time and enjoying the project during the build stage."

One particularly patience-testing part of the build was during Jesse's stubborn engine bay smoothing exercise. Having promised himself he'd never tackle another shaved 'bay after the one he executed in his Mk2, there he was cutting, welding, filling and sanding on the Mk1 until things looked perfect. It looks great now, but he'll never do it again, right Jesse?

While this time-consuming hard graft was going down on the shell, Jesse never forgot the other parts of the puzzle... "Whoever said BBS RS wheels on a Rabbit were played out is wrong," we're told. "I've always been in love with RS rims and there was no other wheel that I wanted on my GTI – it's a timeless combination that will never get old."

To depict this timeless combo to the best of his ability, Jesse invested in powdercoating tools to attempt the refinishing of the wheels himself. Having perfected test runs on a bunch of other parts he bit the bullet and attempted to work his magic on the split-rims – suffice to say they came out looking a treat.

Jesse's other chassis modifications will divide opinion, but you know what? We think this 30 year old may just have the perfect answer for the air-vs-coils debate: "Air-ride was getting popular at the time of the build, and I'd be lying if I told you I wasn't interested in it," he said. "With all the static versus air-ride nonsense flying around, I took a step back and just picked the best setup

for my application. With the VR6 lump being so tall, air-ride gave me the adjustability I needed to be able to drive the car to shows and enjoy it on the road." Makes perfect sense when you put it like that, right?

So, is Jesse finished with his little Mk1 project? "Absolutely not!" he exclaimed. "I will never forget the wise words of my close friend, Tobi Aldrich who said that 'a project is never finished'. Whenever people ask me if it's finished, I always repeat those words to them. There are still a lot of odds and ends to take care of, and, if I eventually become content with the state of the car, well then I guess it will be time to change things up either by selling the car or changing the look of it entirely."

Jesse started his life with VWs through a helping hand from his father, and the relationships he's developed along the way have meant that meaningful connection with Wolfsburg's most famous hatchback has remained throughout his life. The good times, and friendships his Veedubbing journey have provided really have meant the world to him.

"I'm lucky to have been able to build this car in the company of my really close friends," Jesse reminisces. "I've been introduced to so many people and developed some awesome friendships with people because of this car. I'm kind of a shy guy, so the car has always been a nice icebreaker for me when talking to people at meets and car shows."

"For me the scene is what you make of it, and the people you surround yourself with. So in my mind the scene is thriving because I constantly find myself surrounded by awesome people that I consider friends," Jesse said. "Yes, there are bad eggs that get all the attention on social media and what not, but I try my best to just filter that stuff out and focus on the people that make this community so great."

Damn Jesse, we literally couldn't have put it better ourselves... ●



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RIGHT MOVE?

The 27th running of the legendary GTI International event returned for the second year running to Shakespeare County Raceway. Having lost popularity in the past due to a string of location changes, has Inters finally found its feet once again?

Words: Elliott Roberts Photos: Gareth Spiller





GTI INTERNATIONAL SHAKESPEARE COUNTY RACEWAY, UK

It had been a few years since I'd personally attended GTI International (three, in fact), what with so many other shows now on the UK calendar. The last time I did, it was actually being held at Bruntingthorpe Proving Ground, where we used to carry out our group thrashes many moons ago. It wasn't a bad show but it didn't seem to have the same buzz that it was once famous for.

We all know the stories of how 'Inters' was the only show to attend back in the glory days of the late '90s but because of a number of location changes (it went from the TRL (Transport Research Laboratory) to Swindon, to Ipswich, and then to Bruntingthorpe) its popularity dropped as other events emerged on to the scene and

people became less interested in the performance aspect which had made Inters so popular back in the day with its infamous sprint and slalom features. To a degree, come the new millennium, the modified VW scene seemed to split down the middle, with shows becoming more tailored to those that preferred show and others more keen on the go aspect.

As a result, over recent years the show 'n' shine side of Inters, which had always been popular and rammed with the best cars from the UK and mainland Europe, had kind of dwindled and become less popular. However, on the plus side, the performance side of things and the sprint event had actually increased in size. Where as GTI International

in the 1990s would offer an even split of show and go cars, these days it's far more focused on performance, which is by no means a bad thing.

I'd actually been to my very first VW show at Avon Park (or Shakespeare County Raceway, to give it its full name) some 18 years prior to this visit, so I was keen to see what, if anything, had changed. In terms of the venue, it was still a similar layout, with the drag strip being the central focal point, and hard standing areas nearby for traders (similar to Santa Pod). It's not exactly the most dramatic setting, however we're pleased to report that what we discovered was a very different show to that of recent years.

Despite this only being the second year



Inters has been held at Shakespeare County Raceway, it's safe to say it's firmly found its feet there. Getting in and out of the venue is easy, which is always a great start, and the trade area located in the middle has the drag strip to one end and the show 'n' shine at the other, with camping scattered around the outer edges.

While the show 'n' shine is a far cry from how popular it used to be, somehow that doesn't take away from this being a really good show. In our minds, it's predominantly a performance-orientated show, which isn't a bad thing at all. In fact, it's a very good thing. I'd go so far to say it would be easier to list the couple of tuners that weren't at GTI International this year, such as the good turn out. Everybody who is anybody on the UK modified VW tuning scene was out in force displaying their latest products and demo cars. Names such as Awesome GTI, Akrapovic, Forge Motorsport, Shark Performance, Regal, VW Racing, AmD, TSR, PSI, TT Shop, VW Heritage, Revo, Eibach, Scorpion, Milltek, Jetex, Powerflex, Bilstein, LVS Racing and Polybush to name but a few were all in attendance. Then you had the likes of HR Engineering, MRC Tuning and Dialynx Performance doing what that do best, upsetting a lot of the larger corporate companies out on the quarter-mile strip.

To be honest, it's never been harder for the

big boys to get one over on the little man out on track. While the large tuners have to worry about all manner of things, like selling guaranteed products that can be bolted onto used dailies, privateers can pretty much do as they please (budget permitting) in order to come up with some Frankenstein creation that will blitz the quarter-mile quicker than anybody else. This year it was the familiar face of Paul Jordan and his mind-blowing Mk1 Scirocco. The car itself is a totally one-off creation, with a huge Berg Cup-style aero package that starts at the front in the shape of the mother of all spoilers and wraps itself around the entire car via equally massive arches and side skirts. The car produces in the region of 750bhp from a well-fettled 20v turbo motor and transfers it to the Tarmac through all four wheels. Paul's previous best was a record-breaking 8.95 ET time which, sadly, wouldn't be bettered this weekend. That said, Paul still managed low nine-second runs on both days, despite a broken transfer box on the Saturday, which was replaced during the evening so he was ready to rock again Sunday. Paul still went on to achieve the quickest time of the weekend with a 9.021 ET time, which is pretty mind-blowing in itself.

Despite there being some incredibly quick road-going cars it was our old favourite Dialynx Performance that once again stole the show for us. Keith Murray has been

campaigning his insane Audi 80 in hillclimb events over the last few years with numerous successes. With a 500bhp 1.4-litre motor lurking beneath, we're not surprised. On the Saturday of the event, still running in a new motor which he was due to debut the following day at Harewood House hillclimb, Keith managed a very respectable 10.879 ET at 128.27mph. The thing we like about this car is it's not just set up for sprinting in a straight line, it's a beast in the bends, too.

While the weather was terrible on the Friday night for those setting up or camping and changeable at best on Saturday, come Sunday it finally decided to play ball and a great day was had by all. Even the Show 'n' Shine drew a very respectable turnout, as you can see from our photos.

I can honestly say we really enjoyed ourselves at the show for a number of reasons and while it's certainly a different event to those TRL days, it's once again a show that should be on all genuine VW enthusiasts' calendars. The location is right, the venue is right and these guys still know how to organise damn good show. All Inters needs now is to try and attract a few more foreign cars to put the 'international' element back and it'll be cooking on gas. For now, though, it's just great to report Inters is back on track and a decent event in its own right, without having to reply on past glories ●





RESULTS (Saturday)

SHOW & SHINE

Best Mk1: Lee Scott
 Best Mk2: Leon Bunting
 Best Mk3: Mark Aldred
 Best Mk4: Phil Baterson
 Best Mk5: Mark Fisher
 Best Mk6/Nu Roc: Michael Matthews
 Best Lupo/Fox: Jake Tichener
 Best Polo: Jak Titchener
 Best Beetle: Nicole Watson
 Best Corrado: Craig Welsh
 Best Booted VW: Gareth Spiller
 Best Van: Iain Dickinson
 Best Audi: Nathan Hayes
 Best SEAT: Joshua Sykes
 Best Skoda: Lee Jenkins
 Best Air-cooled: Jas Wraybury
 Concours post-'96: Terry Tunstall
 Sponsor's choice: Kris Butler

SPRINT

Class 1 (2WD only): David Champeney: 13.515
 Class 2 (2WD only): Gary Cull: 14.149
 Class 3 (2WD only): Peter Linehan: 14.189

Class 4 (2WD only): Jordan Legard: 13.669
 Class 5 (2WD only): Neil Melvin: 13.274
 Class DC (Diesel Class): Michael Till: 13.048
 Class VW4WD: John Hurditch: 11.409
 Class Audi (2WD & 4WD): Stuart Fourie: 11.445
 Class SEAT: Daniel Sewell: 13.097
 Class Skoda: Jason Simons: 13.530
 Class Porsche: Darelle Wilson: 12.180
 Class Misc (all other VAG): Arseniy Belyi: 16.163
 Class X (Extreme): Paul Jordan: 9.633
 Class OM (Other marques): Pete Stiller: 11.791

RESULTS (Sunday)

SHOW & SHINE

Best Mk1: Gareth Williams
 Best Mk2: Sat Singh
 Best Mk3: Jas Danhal
 Best Mk4: Lloyd Bain
 Best Mk5: George Hayman
 Best Mk6/Nu Roc: Robert Fish
 Best Lupo/Fox: Huw Landry
 Best Polo: Liam Handley
 Best Beetle: Nicole Watson

Best Corrado: Nick Pascoe
 Best Booted VW: Daniel Birkinshaw
 Best Van: Sanjiv Patel
 Best Audi: Nathan Hayes
 Best SEAT: Lee Billing
 Best Skoda: Luke Birkinshaw
 Best Air-cooled: Matt Rudd
 Concours pre-'96: Ray Partner
 Concours post-'96: Chris Wood
 Sponsor's choice: Liam Handley

SPRINT

Class 1 (2WD only): David Champeney: 13.004
 Class 2 (2WD only): Nathan Mills: 12.213
 Class 3 (2WD only): Lee Sperring: 13.680
 Class 4 (2WD only): Jordan Legard: 13.571
 Class 5 (2WD only): Jason Eyden: 13.685
 Class DC (Diesel Class): Paul Lynas: 11.754
 Class VW4WD: John Hurditch: 11.331
 Class Audi (2WD & 4WD): Damian Nelson: 11.224
 Class SEAT: John Cobley: 13.317
 Class Skoda: Simon Mayo: 14.101
 Class Porsche: Darelle Wilson: 12.082
 Class Misc (all other VAG): Idris Jones: 13.673
 Class X (Extreme): Paul Jordan: 9.021
 Class OM (Other marques): Daniel Page: 13.352

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GREY MATTER

Combining Group B rally car performance with clean, modern Audi styling, Dominik Sailer's TT RS manages to mean business without needing to shout about it.

Words: Alex Grant Photos: Si Gray

While the scene may be bigger than it's ever been, Wörthersee is still one of those trips that reminds you just how much is going on within it. The annual Austrian pilgrimage is so vast and high in quality these days that it's possible to get around the whole event and not manage to take everything in. Which makes it even more of a statement when we say this TT RS stopped us in our tracks when we spotted it at this year's event.

Wörthersee brings out some extreme stuff – good and bad – but there's an art to this car's subtle aggression that's hard to overlook. No huge visual changes to the bodywork, just clean and simple styling tweaks and a hint of track-ready hardware up top, combined with a frankly ridiculous static drop and monster brakes behind equally massive wheels.





Oh yeah and did we mention it's packing 580bhp? If clean and tough doesn't grab you, then those five characters (and imagining how that sounds howling out of a turbo'd inline five-cylinder engine) really should.

That said, it isn't only Wörthersee where this car has to hold its own. Its owner, Dominik Sailer, has a pretty entertaining pairing of Lamborghini Gallardo and Audi R8 in the garage at the moment, so the RS has to be offering something lairy for him to pick up the keys in the first place. Supercars not your thing? Dominik's had a respectable back-catalogue of modified Dubs in his time, too, including a PVW-

featured Mk1 Golf and the turbocharged Mk5 R32 this also shares its garage with.

But it's not Dominik looking after the TT on our shoot. Instead, it's Christoph 'Stoffl' Purtscher, the energy behind PS-Performance, the workshop based around half an hour from Dominik's annoyingly enviable car collection where this project took shape at the start of the year.

Energy is no exaggeration here. Not only is he employed full time at a local garage in Tirol, Austria during the day, but PS-Performance is an out-of-hours gig. Somehow he's managed not only to build a long list of show-worthy VAG metal in what

should be unwinding time, but this was turned around in four months with almost no help. It's an enthusiasm for project cars that doesn't take long to pick up.

"There's around 300 hours of labour in this car," he tells me, over the faint *tinking* of warm metal from under the TT's still-warm bonnet. "But it's an amazing machine to drive. It's loud and extremely quick. It's like a rally car... a very low one."

You can't go too far wrong when your starting point is a TT RS, and that's largely down to what's under the skin. For all its best points, it's worth remembering that the TT is a car Audi has seen fit to equip with a



It's an amazing machine to drive.
It's very quick and loud.

It's like a rally car

diesel engine and two-wheel drive in a bid to broaden its appeal. So it's a bit of a relief to see it taking inspiration from its own heritage and adopting the iconic combination of quattro four-wheel drive and turbocharged inline five-cylinder engine that made Audi so successful in Group B three decades ago, even if this and the RS3 (which has the same setup) are likely to be a short-lived breed.

For Dominik, there needed to be enough of a mechanical difference between this and the R32 to make it worth having. That meant the forced induction six-cylinder engine was a box already checked and the chance to

own a moment in Audi performance history was too good to pass up.

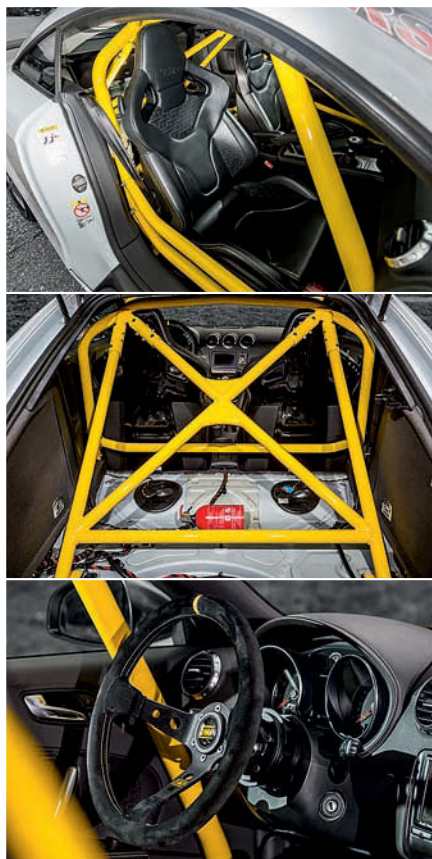
The engine overhaul may have been the most labour-intensive part of the build for Stoffl, but with a phone packed full of photos of the bits needed to almost double the coupé's horsepower, we're getting the sense that the powertrain was a labour of love: "I had seen tuners in Germany getting more than 600bhp from this engine, in an RS-3, so I knew it could be done. It's a strong engine, and it sounds incredible, I just had to find the right parts to get the power Dominik wanted to achieve," he says.

Lifting the bonnet, it says a lot for the

attention to detail that's gone into the build that almost none of that hard work is visible. And not because it's mostly internal upgrades. Although the TT has had a full engine rebuild at a barely run-in 45,000 miles, this was mainly to upgrade the con rods to steel items with a view to ramping up the boost. Most of the rest still has an Audi part number.

The main ingredient is tucked away at the back of the bay. Somewhere just in front of the bulkhead, a LOBA Motorsports turbocharger does most of the hard work needed to bump up the power. The highest performance option LOBA offers for the TT





RS, it's a modified version of the original BorgWarner turbo, but machined, port matched, balanced and fitted with stronger, lighter internals to improve response, then attached to a bespoke CNC manifold to flow as much boost into those five cylinders as possible.

To get a hint at the height of the bar Dominik and Stoffl set for the TT, the turbocharger and LOBA Motorsports 145bar fuel pump are built to such high standards that they are both Audi Sport- approved parts. That pairing is also claimed to be the foundation for over 500bhp.

Similarly tucked away out of sight is a larger Wagner Tuning intercooler, built into a modified crossmember, fitted in behind the RS's mesh grille, while CPK Car Performance custom-built a 90mm bore stainless exhaust system from turbo to tailpipe, unlocking a little more of that precise metallic engine howl with it.

Finally, Andreas Oberlechner at Chiptech took care of the TT's bespoke engine mapping, and the task of getting it to run and idle as smoothly as it would out of the factory. But with twice the power. This is set up to be just as easy for Dominik to drive off-boost – willpower permitting – as it is capable of launching towards the horizon at full throttle.

"The engine is good for more power if he ever wants it," Stoffl explains. "But the standard gearbox is the next weakest part,

which means it's all over once you get between 620 and 640bhp, unless you've got unlimited money and a garage full of spare parts. Beyond 650bhp you have to get custom-built pistons, and the price goes up even more."

While most of the car's Suzuka grey bodywork is untouched, there's plenty of evidence that everything beyond the engine bay has been just as carefully chosen. Dominik picked out a few upgrades to tie the interior in with the performance-focused investments elsewhere. This meant keeping it simple inside, removing everything behind the already excellent front bucket seats and getting Stoffl to build a weld-in Weichers Sport cage into the coupé's tiny cabin. That yellow paint job is a bit of a PS-Performance signature, subtly matched to highlights of the OMP steering wheel.

Having decided on a static drop, the TT's suspension was custom-built by the team at AH-Exclusive. It's based on an H&R coilover kit, modified for an extra-low ride height, and brings the sills 140mm closer to the Tarmac. It's also always driven at this height, which gives you some idea how much better the road surfaces are in parts of Austria compared to most of the UK.

"We can set the ride height lower if he wants," Stoffl laughs. "There's another 30mm of thread left on the coilovers, so we can wind it down a bit more. But there's only 30mm of ground clearance, so I think we can leave it where it is!"





The car's been built properly,
it's supercar fast
 and has been set up to be driven hard

Dub Details

ENGINE: 2480cc, five-cylinder, turbocharged petrol, fully rebuilt with steel con rods and uprated crankshaft bearings, LOBA Motorsport LO500P turbocharger, carbon fibre inlet, Wagner Tuning EVO2 intercooler and crossmember, CPK Car Performance custom-built 90mm stainless steel exhaust system, Chiptech custom map, LOBA Motorsport 145bar high pressure fuel pump, Sachs sintered metal clutch and aluminium flywheel

CHASSIS: 11x20" Oz Ultraleggera HLT wheels, 235/30 Pirelli P-Zero Nero tyres, custom H&R coilover kit built by AH Exclusive Parts, Adjustable camber plates, Audi RS7 six-piston front brake calipers with 420mm ceramic discs, Audi R8 four-piston rear brake calipers with 370mm ceramic discs, Brake adaptors custom made by RS-Performance Brakes

OUTSIDE: Wing mirror caps and spoiler painted gloss black, ECS Tuning tow hook (rear)

INSIDE: Rear seats and boot carpet removed, fire extinguisher, Weichers Sport weld-in roll-cage (painted yellow), OMP Corsica Superleggero steering wheel

SHOUT: PS-Performance, CPK Car Performance, Andreas Oberlechner at Chiptech

Bespoke parts were also needed to get the TT to stop properly. Although the RS comes with a 370mm four-piston Brembo setup, the extra power meant investing just as heavily in parts to make it stop. The replacement is a combination of RS7 front brakes and R8 rears, both with ceramic discs and measuring 420mm and 370mm apiece. Hardly something that turns up in run-of-the-mill owners' clubs' classified adverts.

"The brakes weren't a problem to find," he says. "When you have the money you can buy any brakes you want. The difficult thing was to make the adaptors to get them to fit, and to look like Audi put them there, so it fits with the rest of the car."

With the custom suspension setup allowing the ride height to be set less than a sidewall depth from the ground, getting wheels to fit the brakes didn't cause any problems with the car's stance. At each corner, and only just clearing the huge calipers, the O.Z. Ultraleggera HLTs are lighter than the stock wheels and are much stronger too, engineered to be almost as tough as a set of

forged rims. They're also a popular choice, especially at Wörthersee, which is often where we see wheel trends first.

"Dominik hasn't had a chance to take it on track yet, but it would be interesting to see what this car could take down," says Stoffl. "The car's been built properly, it's supercar fast and has been set up to be driven hard on the road or the track, so it should catch a few people by surprise."

But it might not make that trip in the hands of its current owner. It's starting to sound like the coupé is a few months away from making space for the next project. Stoffl isn't sure what's set to be keeping him busy in the early months of 2015 but, whatever it is, it's already scheduled for an appearance at Wörthersee which means something from the Volkswagen Group is in the pipeline.

This will leave some big shoes to fill though. Dominik and Stoffl picked out the right bits to make this TT hard to miss even in an event packed full of Europe's most complete show cars. And, with the power to match, what's not to love? ●



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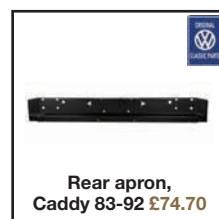
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“The whole thing was pretty embarrassing actually,” frowned Maryland Dub modder Mike Humphrey. “That weekend I had taken a work vehicle home to have it serviced, only to have it towed from my lot on Sunday evening. I was frazzled and annoyed... it was just one of those days. Anyway, I hopped into my Hyundai and set off to the impound lot to get it back.” Admittedly not in the best frame of mind for the errand, Mike mixed a calamitous cocktail of a heavy right foot and a hairpin turn with a dash of rain and loose gravel... the results were to

be expected: “I slid the car across the road and put it under a guardrail.” Mike walked away without a scratch but his once prized Hyundai Tiburon, along with his pride, was smashed to bits.

“It was only the second car I had ever owned,” explained Mike. “My first car was a 1987 Camaro that my grandfather gave to me. I’ve been around modified and high performance cars all my life. My dad was a gearhead, owning and building hopped-up muscle cars and racing asphalt circle track cars for a few years in my youth. Needless to say I learnt at a young age the value of being able to work on your own car.” The Chevy did

its daily driver duties well, seeing him through school and college, but eventually a blown heater core killed it. The replacement Hyundai was definitely a move from muscle to mediocre, but Mike reckons the South Korean coupé actually got the modding ball rolling. “My 1997 Hyundai Tiburon was the most base model car I have ever seen; tape player, no cruise control, tiny four cylinder motor... modding it was a must!” recalled Mike cringing. “Before that car met its demise via the guard rail, I managed to install a short shifter, upgraded ECU, stereo, lowering springs and flashy wheels.”

The base may have been a little

It’s been an interesting build that’s for sure but Mike Humphrey is more than happy to spill the beans on the ultimate Bora all-rounder!

Words: Tony Saggu Photos: Anna Taylor

Open Mike



questionable, but the coupé got Mike on the right track – he admits the modifying bug had got him good by the time the wreck stopped play. “After the Tiburon got toasted I started looking for a car that I could modify,” he explained, “transportation was almost an afterthought. I wanted something that I could get my teeth into. The VW scene and the cars had so much to offer.”

After a good deal of deliberating the Mk4 chassis was settled on as the weapon of choice and a 2.0-litre Indigo blue Golf was acquired. “A set of drop-in HIDs, lowering springs and an intake were all I managed to install before I traded it for a Mk3 VR6 GTI,”

recalled Mike. If the Hyundai had lit the fire, the Mk3 VR poured on the petrol. “After driving the Mk3 home and having a good look over it, it became obvious the car needed a lot of work,” explained Mike. “Each wheel was bent, the wheel bearings were shot, most of the lighting didn’t work... it was a bit of a nightmare but it was this car that hooked me on VWs forever.” The Mk3 received all the usual bolt-on parts to pretty it up and make it handle better, although before long Mike shifted his interest to squeezing more power from the VR. “My friends in the VW scene at the time were making fast Mk3s

and I wanted to follow suit,” he told us. “A buddy was selling a 3.0-litre VR he had built with all of the fun go-fast parts already installed and I didn’t hesitate to take it off his hands. With the addition of a limited-slip differential and 3” exhaust my goal was 200whp and 200lb ft of torque.”

The 3.0-litre was soon joined under the bonnet by a sizable turbo and a collection of go-even-faster goodies but unfortunately the combo fell well short of the expected horsepower gains. “The tune I ended up with never ran right, I was always nervous that I would hurt the motor and ruin the car





if I pushed it," recalled Mike. "I ended up trading the car for a VR6-swapped Mk2 GTI that quickly revealed itself to be hacked together and all-around terrible. Essentially giving away the Mk3 was the biggest mistake I've ever made when it comes to cars," he lamented. "After getting rid of the Mk2 I briefly owned a Mk1 GTI before taking a break from VWs. At that point I was down on how things had gone with my cars and didn't want to rush into my next VW. After going to H2O in 2010, though, I got the itch to get back into Dubs. I knew it had to be new-ish, but more importantly, it had to be a VR6."

A few months of careful questing turned up the perfect candidate, a gently used 2003 Bora (Mk4 Jetta to the Yanks). "It had lower miles than might be expected of a seven-year-old car, but it was showing the right amount of dings and dents for a car of that age," explained Mike. "The interior was in great shape though and it drove flawlessly and had a 24-valve VR under the hood."

Mike makes no secret of the fact that the car was bought to be played with. Picked up in October 2011 the six-cylinder sedan was already far from stock by Christmas of that same year. Having spent plenty of time and money learning from his mistakes on previous projects, Mike attacked the makeover with a clear, well thought-out plan of action. The sloppy stock suspension was the first area on the hit list, a lot of form and plenty of function was the brief so state-of-the-art would be the only way to go.

"Suspension-wise I've gone through two different setups on the car," revealed Mike. "During the initial install, we paired Air Lift XL front struts with the Air Assisted Firestone kit. In the rear, I now run SS5 bags with IDF brackets and Koni adjustable shocks. For front struts I have Air Lift's new Performance series struts – it's perfect for laying the car down and being able to drive it to its limits."

While the undercar ensemble is a technical triumph, the visible end of the air-ride installation is pure auto artistry. The switchgear, courtesy of an AccuAir e-level handset, is hidden almost out of view. The boot build, however, isn't so shy: "Swoops and Hardlines did it," enthused Mike. "I couldn't be happier. I gave him free reign on the look and he worked wonders."

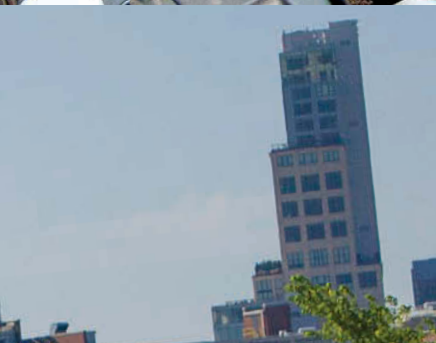
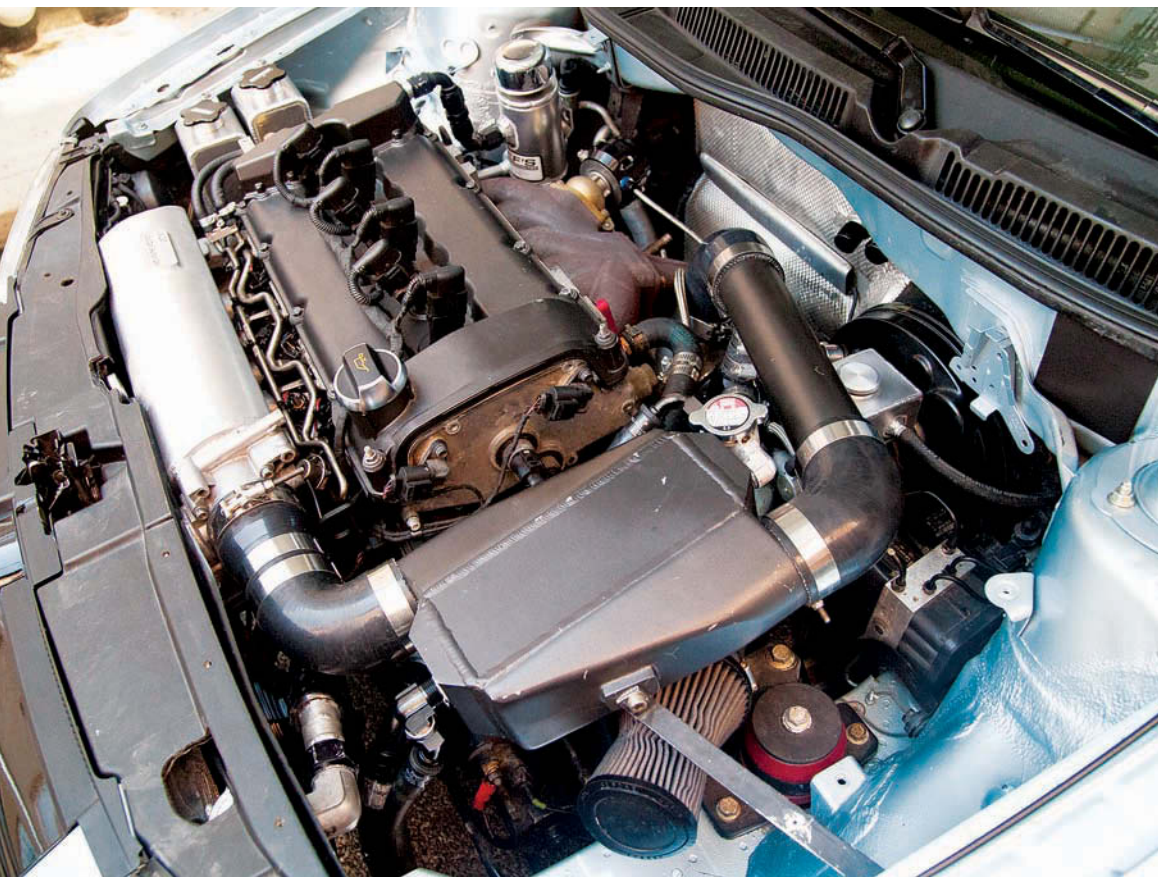
Balancing the Bora on bags is only a small part of the show

and go chassis package though, a luscious set of deep-dish BBS RF rollers bolted to all four corners undeniably get the nod from the style council. "I have taken a lot of flak for choosing to build them with face-mounted faces," admitted Mike, "but I am very pleased with how they turned out. The initial plan called for 1.5" lips up front with 2" lips in the rear but after having issues getting the 1.5" lips, I decided to buy 2" and 2.5" lips and face-mount the faces. This allowed me to use the existing barrels to keep the specs I wanted – a 9x18 square setup which is a look that isn't really seen Stateside."

Mike used the rebuilt RF rollers for a few months but admits that the final look wasn't hitting the spot, so the winter of 2013 saw the rims unbolted and in bits for another attempt. "I reconfigured the faces to allow for a 2.5" and 3" lip front-to-rear," he explained. "The rear wheels became the fronts and the faces were redrilled to 5x100 to eliminate the adaptors. We also had to mill off 10mm from the backpad to accommodate the larger lip." A squirt of sealing silicon and new polished and plated hardware sealed the deal.

The classic hoops help to bind together the subtle understated effect Mike was looking for, as we'll see later there's an unseen steely iron fist under the bonnet, but the bodywork treatment is all velvet glove. VW has never been too generous with the styling sauce when it serves up the sedans, so despite being the top-of-the-range GLI model Mike's car needed a little help. Deeper European spec Bora R bumpers replace the dull uninspiring US offering, while low slung EMphase skirts add style to the sides. The rest of the bodywork is largely and intentionally pretty much as VW made it. The headlights did get Rodgers Retrofits HID's though; Mike reckons he'll see the guardrails coming in the dark next time. "When I sent the car off to paint, my original plan was to just clean up the dings and dents and shave a few things," he went on. "But as I thought more





Dub Details

ENGINE: 24v BDF VR6 with Precision 5762 turbo, cooled via water/meth and air-to-water intercooler, M90 Motorsports intake manifold, Touareg valve cover with hardlined oil catch can, 3" turbo back exhaust, custom Moroso fluid tanks for power steering and water/meth, fully tucked engine and lighting harnesses, aluminium brake fluid reservoir, Mishimoto radiator converted to use AN coolant lines, AN converted power steering lines, hidden/hardlined coolant overflow tank, Gruvenparts fuel line brackets, VF engine mounts, Dieselgeek Sigma 6 shifter assembly, Peloquin limited-slip differential, ClutchMasters 750 clutch with lightweight flywheel, stage 9 Raxle's axles

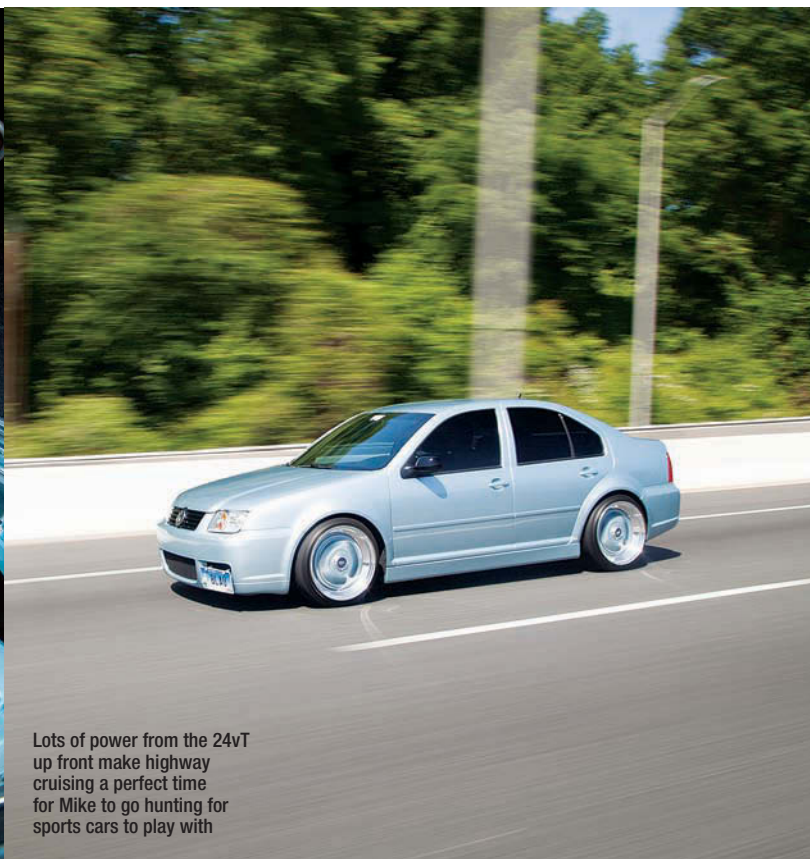
CHASSIS: 9x18 BBS RFs, 2.5"/3" lips up-converted with parts from SpinTech, polished aluminium hexes and blue centre caps, Air Lift Performance series front struts, IDF lower control arms, SS5 rear bags with IDF brackets, Koni adjustable rear shocks, AccuAir e-level air ride management

OUTSIDE: Reflex silver with blue pearl added, Bora R front and rear bumpers, EMphase side skirts, Euro tails, Rodgers Retrofits HIDs, Euro stubby mirrors, Mk5 look antenna

INSIDE: Retrimmed seats, doorcards, and shift boot from KDI customs, hardline trunk setup from Hardlines by Swoops, full GLI black and brushed aluminium trim swap, functional R32 MFA cluster and wiper stalk, Dakota Digital air pressure display moulded into centre dash vents, Osir weighted gear knob, Nardi Votex steering wheel, R32 centre console, Euroimage door pin deletes, JustMatz custom floor mats

STEREO: Kenwood head unit with iPod/iPhone hook-up

SHOUT: My wife Claudia, my mum and dad, all the Maryland people, Andrew and everyone else at Open Road Tuning, Rictus, Swoops, Tim at KDI Customs, 42 Draft Designs, Marcus and Patrick at Spintech, Ramon, Tattoo Mike, Anna at MoreThanMore for taking such stunning photos, and anyone else who has helped out with parts, shared beers with me at shows, or just told me they enjoyed my car



Lots of power from the 24vT up front make highway cruising a perfect time for Mike to go hunting for sports cars to play with



"The idea was to get a good balance between power and reliability; I wanted lots of both"

about it, I figured why bother going to the effort of a full repaint only to end up with just another Reflex silver Jetta?"

Collins Collision and Automotive in nearby Baltimore made short work of ironing out the bent bits and laying on the paint: "It's a special custom mix pearl," revealed Mike. "We've christened it 'Sparkle Blau'." Mike's plan was to give the topcoat a subtle twist on the stock colour: "I wanted to keep more or less the stock silver look in normal light, but have a slightly blue flip when the sun hit it," he explained. The initial experiments with test panels were disappointing though: "The silver just didn't have that blue twist I was looking for," he recalled. A twist of blue pearl was sprinkled into the base, but each time the panel was examined in the sunlight all involved returned shaking their heads. "First we tried a pinch of the stuff, then a spoonful, in the end we threw the whole bottle in there," laughed Mike, "that got the job done!" Contrast might be something of an understatement as far as the interior is concerned; it's an eye popping mix and no mistake! "It needed to make the car stand out in the crowd," said Mike, "even though red and blue shouldn't go together, I think it works." The scarlet stitchwork come courtesy of KDI Customs in Maryland, a small shop with a huge reputation in the area for turning out some pretty classy cabins. The seats are standard GLI Recaros, which along with the doorcards, shift boot and rear bench have all been treated to yards of red hide. Mike reckons details such as the fully functional R32 MFA cluster and the beautiful boot build are his favourite parts on the entire project, the custom integrated Dakota Digital air-ride readout in the dash and that slick Osir gear shifter are pretty cool too if you ask us.

Pearl-faced panels and custom

crimson cabin are all well and good, but Mike admits it's what's under the bonnet that made him take on the makeover in the first place. "One of my friends had done a 24vT setup in his GTI with air-to-water intercooling. Being able to watch as it came together and how reliable the power was made me feel better about doing another boosted VR."

With so few miles on the motor and a fat stack of maintenance receipts in the glovebox, stripping down the engine hardly seemed worth it. That's not to say Mike intended on slapping on the biggest snail he could find and hoping for the best, his less than satisfactory experience with the ill-fated Mk3 turbo project had taught him to do his homework before spinning any spanners.

"The idea was to get a good balance between power and reliability; I wanted lots of both," laughed Mike. The captain of the team between the fenders is a trusty 5762 Precision turbo, a water/meth and air-to-water intercooler and a full three-inch exhaust also fill out the front line. "The intake manifold is an M90 Motorsports piece," Mike told us. "It's just a dude in Jersey that makes them... with the same, if not better, quality that the big names do but at a cheaper price." The rest of the drivetrain features more established players such as VF, ClutchMasters and Peloquin, Mike reckons despite some interesting tunes and hairy boost levels, the engine is ticking over fine. "It makes very good power and I'm not afraid to really push it hard," he excitedly explains. Mike would be the first to say he had a dubious debut to the car crafting world, but his boosted Bora proves a little homework and a lot of handiwork can make all the difference... ●



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DRIVE

On paper the Mk7 Golf R is better value than the Mk7 GTI and faster, more powerful, lighter and more efficient than the Mk6 R was but is it a better car to live with and drive? We were itching to find out...

Words & Photos: Elliott Roberts

It's almost exactly three years to the day since we had the all-wheel drive Mk6 Golf R in on test, alongside its frisky and slightly sleeker sibling, the Scirocco R.

The general consensus at the time was that of excitement; VW had finally produced a Golf R that really could set your world on fire, even in stock form. Where the front-wheel drive Scirocco felt a little bit disjointed and almost too unruly, the Golf couldn't have been more complete and well balanced, to the point where we loved pretty much everything about it. Suffice to say that when the keys to the seventh generation version landed on our desk, well, it had some pretty big shoes to fill.

Unfortunately, the Mk7 didn't so much fill the Mk6's shoes but more like squash them with its clumsy size 12s. Aesthetically it's just not as striking or special; the Mk6 was so menacing but at the same time well proportioned. With similar dimensions to the awesome Mk5, the Mk6 was more like a finely-tailored, slightly improved version of an already well-sorted car. Obviously the Mk7 is a completely new car, the first Golf to use the MQB chassis (which we reported on in our Mk7 GTI test back in November's issue), and it feels it.

We're not going to bombard you with loads of facts or figures (believe us, there are plenty), however, there were a couple of points that surprised us. In fact, having spent an afternoon blatting around the lanes local to our office we were somewhat perplexed to discover the Mk7 R, that tips the scales at 1960kg, weighs less than the

Mk6 (2010kg). We knew the MQB chassis was light but it's just a shame that, due to a number of elements, the Mk7 feels bulky and somewhat heavier. Don't get us wrong, the Mk7 R is a fast car, deceptively fast, but it's nowhere near as much fun as the Mk6 was.

The next figure that had us scratching our heads and checking not once but a handful of times was the price. At £29,900, the Mk7 R hardly sounds like a performance bargain (the car we had on test was actually closer to £35k), however, if we said that basic on the road price was just £585 more than the equivalent GTI, then all of a sudden this near £30k Golf sounds far more reasonable. And in reality, it is.

Standard features include so many goodies that the more you weigh things up, the fact the car is a little more mature and sensible, as an all-rounder, it really is a great package. Among other things, standard features include: 4MOTION four-wheel drive; 18" wheels; bi-xenons with LED daytime running lights; a whopping 5.8" colour touch-screen, with Bluetooth phone, media connection and DAB digital radio; plus a post collision automatic braking system and Adaptive Cruise Control (ACC) with Front Assist and City Emergency Braking (okay, we didn't say they were all necessities)!

Inside the car, while we liked the gloss black centre console and carbon touch dash and doorcard inserts, the cloth Sports seats, although supportive, looked a little cheap. It's just not a patch on how special the original Mk4 Golf R32 was, for example.

Things aren't much better outside, either.





Mk7 GOLF R

ENGINE: 2.0-litre (EA888) TSI four-cylinder turbo with 300PS from 5500 to 6200rpm and 280lb/ft torque from 1800rpm to 5500 rpm

PERFORMANCE: 0-60mph in just 5.1 seconds (previous Mk6 took 5.7 seconds) or 4.9 seconds with optional DSG gearbox.

Electronically limited top speed of 155mph

FUEL ECONOMY: Combined: 39.8mpg (40.9mpg DSG), and CO₂ emissions of 165g/kg (159g/kg DSG), which is 18% more efficient than the Mk6

PRICE: Basic on-the-road recommended retail price: £29,900. Price as tested: £34,265

The Mk7 R is just a bit too wedge-like for us and, if we're brutally honest, looks more like an oversized Civic than a more mature Golf. Nobody we spoke to liked the fussy wheel design, and the sooner VW realises people don't want chrome details on a sporting Golf these days the better. With a few modification you could probably rectify a lot of these issues, but that's what we liked about the Mk6 R we had on test, it simply didn't cross your mind to muck about with it.

As we said, out on the open road the Golf, with its near 300bhp motor and trusty Haldex four-wheel-drive system is a fast car, however, it was only when we saw the official figures in our press pack that we realised just how fast. VW claim our six-speed manual car will reach 60mph in just 5.3 seconds and the DSG-equipped version will do it in a whisker under five seconds. It wasn't that long ago those types of figures were only associated with supercars or fast Porsches. Any which way you look at it, that's a fast car, especially out-of-the-box. When you consider that all anybody with a DSG-equipped car has to do to achieve similar figures is hit the loud pedal and hold on, idiot-proof hooning doesn't get any easier!

The thing is, the original Golf GTI won

people's hearts for its simplicity and the fact that, within reason, you could just jump in the car and pretty much obliterate anything that pulled up alongside you at the lights. While it may have almost three times the power of the original, and reach 60mph in a little over half the time, by the time you've finished selecting which 'mode' you want to be in (Race, Eco, Normal, Comfort and Individual are options) it would be easy to get caught napping by even a slightly enthusiastic white van man.

For us, where the Mk6 R felt every bit the hyper hatch we'd hoped it would, the Mk7 is slightly too grown-up, too refined and with too many techno gizmos which ruined the raw driving experience. But that's just our take, I guess.

The Mk7 R isn't a bad car, far from it. In fact, to anybody that's not bothered or remotely aware of the original GTI's heritage or the fact 'R' standards for 'Racing', then for £30k, out-of-the-box, with a list of creature comforts as long as your arm, this is a performance bargain, and a well-built one at that. Will it set your world on fire and make the hair on the back of your neck stand up like the Mk6 version did? Probably not. Will it make you feel like a hero on B-road blasts and earn you cool cred at your kid's nursery or in the car park of John Lewis? You bet ●



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Performance VW's Illustrious Fleet

Elliott Roberts_Editor



© 07_B4 A4 Avant
Project: Family Guy

Uploaded on Jun 03, 2010

Comments:

The wrap's come off and, boy, did it put up a fight! Back to black is back

Elliott Roberts_Editor



© 90_Golf Rallye
Project: Grey Pride

Uploaded on Oct 10, 2007

Comments:

Currently setting up an office pool for a completion date. Dave's got 2023

Dave Kennedy_Deputy Editor



©91_Mk2 Golf GTI
Project: Plucky

Uploaded on Feb 12, 2013

Comments:

So much talk about buying an engine. Go and buy the engine Dave... now!

Mark Riccioni_Contributor



© 13_Mk7 Golf R

Project: Scenester

Uploaded on Oct 13, 2014

Comments:

Welcome to one third of Scene Media: Mark and his new Golf R. Woah!

Mark Bass_Photographer



© 13_T5 Transporter 2.0TDI

Project: Ultimate Bass

Uploaded on March 08, 2013

Comments:

With show season over will Bass now do something with the van?

Paul McGrath_Contributor



© 86_Mk2 Jetta GT

Project: Yew Tree

Uploaded on Sept 14, 2013

Comments:

Paul crashed a car with no engine the other week... we have no idea how

Steve Hiscocks_Contributor



© 06_Mk5 Golf

Project: Dogsbody

Uploaded on June 30, 2013

Comments:

"I'm just learning to do my own maps now for the G60." As you do

Jamie Orr_Contributor



© 16... yes... 16 cars

Project: Super Jamie

Uploaded on June 10, 2014

Comments:

Jamie hasn't bought a new car in a few weeks. We hope he is okay

Simon Jackson_Contributor



© 07_Mk 5 Golf GTI

Project: Redundancy Package

Uploaded on September 22, 2013

Comments:

Simon's bought a little baby motorbike so the Mk5's probably staying stock



THE JET SET

The factors that create the basis of a project can often be random and varied. Speaking from personal experience, they can come from a diverse range of influences. Anything from the desire to tick off some kind of bucket list through to scene acceptance or, indeed, good commercial sense. In the case of Milltek's managing director, Steve Pound, there's more than a hint of the latter involved, although when you also hear him say "it had been in a ditch and was cheap and no one else has got one", then you start to

realise that there's an element of serendipity involved in the company's latest track weapon, too.

The story begins when Steve decided that the company needed a dedicated road-legal track tool to slot alongside its more race focused petrol and diesel Golf race cars, which it runs with leading prep outfit KPM Racing. "We needed something on-brand for us, to allow us to showcase our VW Group range," explains Steve, "but after scanning through various ads for Golfs, Passats and various Audis, even I was surprised to find a Jetta GLI on this side of the water."

A rare bird indeed outside of its native USA, the Jetta GLI is indeed an unusual sight. This one had much to commend it initially. On the upside, its US serviceman owner, scant mileage and brilliant red hue made it a great canvas. On the downside, however, the fact that it had enjoyed an unhappy clinch with a B-road ditch meant that it was less photogenic than when it had left the factory. None of this worried Steve though; with KPM's bodywork team on standby and a desire to gut the car back to a shell anyway, a few misshapen panels and a little grass here and there proved to be



Dub Details

CAR: 2013 Volkswagen Jetta GLI, North American-spec (left-hand drive)

ENGINE: EA888 2.0 TSI Turbo engine with Hybrid K04 Turbo, USP Motorsports low pressure fuel pump and injectors, Milltek Sport 76mm Turbo-back Race Exhaust System, VWR intake, Wagner Tuning Competition intercooler, VWR engine mounts, CAE raised gear shift, short-shift and uprated cables

CHASSIS: 9x18" VWR lightweight race wheels with 235/40/18 Dunlop Direzza tyres for track use, 8.5x19" BBS CH wheels custom painted in gloss black with red rim for display and road use, full Haldex four-wheel drive conversion with custom prop shaft, VWR four-way adjustable race coilovers, VWR six-point

brakes with 352mm floating discs at front, VWR rear disc upgrade and Audi S3 calipers at rear, manual brake bias adjustment, VWR three-way adjustable anti-roll bars

EXTERIOR: Wrapped by www.dynamik-creative.com

INTERIOR: Cobra lightweight seats with custom stitching and Milltek Sport logos, six-point Schroth harnesses, KPM Racing interior prep including flocked dash and half cage with harness bar

CONTACTS: www.dynamik-creative.com (wrap), www.milltekssport.com, www.cobraseats.com, www.volkswagenracing.co.uk, www.kpmracing.com

VIDEO: www.youtube.com/watch?v=86zLDDzR3zc

When looking for its next track and demo car, exhaust maestro Milltek took a slightly left field route – using a more transatlantic VW canvas and a whole heap of impressive parts and friends along the way...

Words: Paul Cowland **Photos:** Chris Wallbank

nothing more than a bargaining chip. Factor in the left-hooker status and the unusual spec and Steve had to have it. In next to no time the bargainous and unsuspecting GLI was soon on its way back to KPM HQ, where owner Kevin Poole and Steve cracked open a beer or two to toast the new arrival and begin their fiendish plotting.

That the car would be repaired, stripped and track-prepped was a given, but even a grizzled veteran like Kevin was slightly shocked by Steve's plans for this car. "We cooked up the idea between us that what we

really needed was a track-prepped Haldex 4WD setup!" laughs Steve.

This made sense on a lot of levels. Not only did Kevin have access to the perfect donor, in the shape of an equally bruised and battered S3, but this new, higher level of performance meant that one of Milltek's other good buddies could also be invited to this increasingly boisterous party; and that was to be VW Racing (VWR).

As another of Milltek's serial partners-in-crime on a number of projects, VWR has been working with Milltek's competition

division for years. Add to this the fact that Milltek is the title sponsor of the VW Racing Cup, of course, and here was a holy trinity of talent and ideas that meant that the next phase in the Jetta's life would be twice as fast and three times as exciting as its early years. As you might expect from this enviable pool of talented motorsport prep artists, work, parts and ideas began to flow at a rate of knots, with KPM blitzing into the strip and rectifying the shell immediately.

Although the S3 would yield many great parts, there was still much to be done –





Work in progress



Tom Onslow-Cole does his best serious face for the photographer

starting with a custom propshaft to allow the motive parts to fit with the Jetta's longer wheelbase. The factory turbo was also deemed unworthy of making the final cut, to be replaced with an infinitely preferable and aerobically superior Garret GTX2876 blower instead, meaning that the Jetta should have the poke to match its forthcoming poise.

The old S3 engine was to create a few further upgrade requirements, too, not least of all a set of VWR engine mounts, an intake system and the fitment of a USP Motorsports low-pressure fuel pump and injectors to make sure that the car's potential thirst could be suitably slaked when being driven hard on track. Amazingly, KPM was able to make this impressive cocktail of parts run using the factory ECU, although, as

Steve says, "more than a little magic has been dusted over the code in there..."

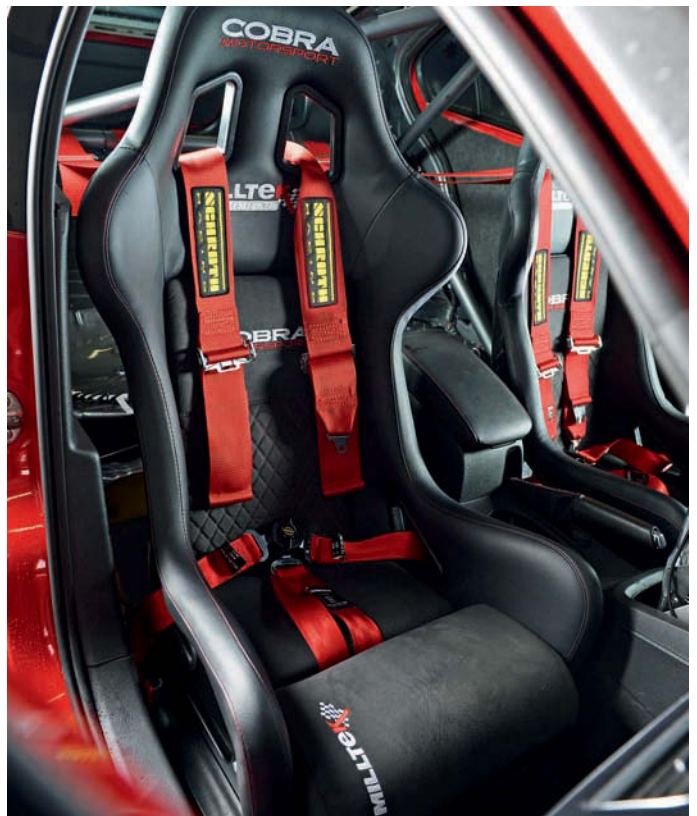
Naturally, the exhaust would need to be the centrepiece to this engineering *meisterwerk*, and Milltek's Derbyshire factory suitably obliged with a full race-spec 76mm turbo-back system, replete with smart GT80 trims for a demeanour that looks equally at home in the paddock as it does on the driveway. With that fitted, KPM looked to improve the rest of the drivetrain and powerplant, bolting up a Wagner Tuning Competition Intercooler and adding a CAE shifter and short shift, complete with uprated cables for good measure.

Speed, torque power and an unbelievable soundtrack were in the bag then but with a lifetime on track ahead of it, the work on the

Jetta was only just beginning. The next set of tasks would see the KPM team raiding the VWR parts stores in order to fit a plethora of chassis-enhancing goodies. The factory stoppers were never going to be able to stop this creation so, sensibly, a set of VWR Front six-pot brakes with 352mm floating discs now reside in their place. The rears have been usurped by a VWR rear disc upgrade that uses the original Audi S3 rear calipers. The system also now runs through a manual brake bias adjustment system to allow fine fettling to account for weather and track conditions.

Drawing heavily on its enviable competition knowledge, VWR also supplied its four-way adjustable race coilovers, augmented by its three-way adjustable anti-roll bars, endowing the Jetta with the kind of





cornering performance that would now worry its more expensive cousins down the road in Stuttgart. The final ingredient in any chassis package, of course, is always the wheels and here Steve wanted the Milltek Jetta to look as well as it worked. Balancing dynamics and aesthetics is never an easy task but VWR's 9x18" lightweight race wheels, suitably shod with 235/40/18 Dunlop Direzza tyres, fit the bill perfectly for track work. Out on Her Majesty's highway, the car usually sports its elegant and attractive set of custom-painted BBS CH 8.5x19" hoops, which fill the arches pleasingly and suit the car's proportions even more.

With so much mechanical promise bolted to the now pristine shell, it would have been

a travesty not to allow the lucky driver to connect directly to it – and this would require the fitment of a set of suitably safe and figure-hugging seats from the skilled seamsters and seamstresses at Cobra Seats in Telford, who created a beautiful pair of lightweight custom seats and six-point Schroth harnesses to allow the driver to literally become one with the car. This business-like workspace has been augmented further by KPM's functional half cage and harness bar, offering both additional torsional strength and welcome crash protection. KPM also added a custom flocked dash and carbon rear doorcards to reduce the weight yet further, and complete the 'track-ready' look.

The last detail is the hardest to miss; the

wrap. Designed and applied by one of Milltek's talented motorsport contacts, it's a clear statement of intent for the car's newfound role and abilities – a point proven when we joined the team for this shoot at a soggy Silverstone. Aply pedalled by Milltek's test-driver, ambassador and GT wheelman, Tom Onslow-Cole, the sonorous Jetta proved to be a worthy foil for the assembled Porsches, Ferraris and R8s at the track, leading to more a than a few embarrassed faces in the more exotically inhabited pit garages. Proof, then, that while an impromptu and unwelcome trip to a roadside ditch can often be the end of many tales of car modding, for some, given the right insight, investment and supporting cast, it's only the beginning... ●



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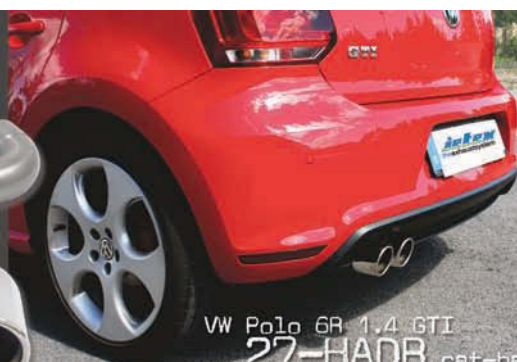
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28-29TH
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3-5TH
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3-5TH
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6TH
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12TH
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15TH
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17-19TH
BUS TYPES
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19TH
EARLY EDITION
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24-25TH
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15-17TH
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Helen, Georgia
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7TH
EUROSUNDAY
Lommel, Belgium
www.eurosunday.be

13TH
PLAYERS CLASSIC
Goodwood, West Sussex
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(Check details before attending as they are subject to change)



14TH
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Westpoint, Exeter
www.bhpfueelfest.com

19-21ST
CUMBRIA VAG
Westmorland Showground, Cumbria
www.cumbriavag.co.uk

20-21ST
VW DAYS
Saint Quentin, France
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21ST
RETRO SHOW
Santa Pod, Northants
www.retroshow.co.uk

21ST
VAG NATION
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26-27TH
EUROHANGER
Holland, Michigan
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27-28TH
VWRDC ROUND 4
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28TH
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Coopersburg, Pennsylvania
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JULY

4TH
CASTLEWELLAN
Castlewellan, County Down, NI
www.gtini.com

4-5TH
GTI INTERNATIONAL
Shakespeare County Raceway
www.gtiinternational.co.uk

10-12TH
DRAGSTALGIA
Santa Pod, Northants
www.dragstalgalia.co.uk

11TH
FUELED SOCIETY
Nostell Priory, Wakefield
www.fueledsociety.com

11-12TH
VAG UNITED
Kortrijk Xpo, Belgium
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17-19TH
BUG JAM 29
Santa Pod, Northants
www.bugjam.com

17-19TH
VWRDC ROUND 5
Santa Pod, Northants
www.vwdrc.com

19TH
DUB FICTION
Bakewell Showground, Derbyshire
www.dubfiction.co.uk

26TH
SCOTTISH VAG
Chatelherault Country Park
Hamilton
www.scottishvag.net

26TH
FITTEDUK
Wetherby Race Course
West Yorkshire
www.fitteduk.com

26TH
WAXSTOCK
Ricoh Arena, Coventry
www.waxstock.com

31ST
ULTIMATE STREET CAR
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Northants
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CLEANFEST
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www.keepitclean.uk.com

9TH
VOLKSFEST
Embrun, Ontario, Canada
thevolksfest.ca

9TH
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15-16TH
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21-23RD
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Gadki Air Por, Poland
www.stylepozn.com

13TH
LOWCOLLECTIVE
Stonham Aspal, Suffolk
www.lowcollective.com

19-20TH
VWRDC ROUND 7
Santa Pod, Northants
www.vwdrc.com

OCTOBER

4TH
GTI FESTIVAL
Santa Pod, Northants
www.vvaction.co.uk

17-18TH
NOLA SPEED & STYLE
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www.nola-speedandstyle.com

18TH
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Glow, Bluewater
www.showandglow.co.uk

24TH
DUBRUN TO THE POCONOS
Tannersville, Pennsylvania
www.GardenStateEuros.com/DubRun

26TH
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Belfast, NI
www.gtini.com

NOVEMBER

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www.dubsshows.co.uk

29 NOVEMBER-7 DECEMBER
ESSEN MOTORSHOW
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www.essen-motorshow.de

While he is the man behind up-and-coming wheel brand B-Star Wheels, Chris has been involved in the serious wheel business for far longer than you might think. And of course, he's well known for being a really nice bloke too!

Christian Biesty

Favourite issue of PVW?

Either the next one as there is more often than not somebody pushing new boundaries. Or one of the classic '90s issues that were heavy with beautifully-made Mk1s like PVW's own Project Buzz Box.

Favourite PVW feature car?

I haven't one specific favourite as there are bound to be hundreds of cool Dubs that I've overlooked but I am fond of G60 Mk1s like JD Engineering's and Artie Loft's, they were great cars in their time and it would be nice to have one of them tucked away somewhere safe for a blast on sunny days.

Worst modded VW you've ever seen?

There have been loads that have not been to my taste as everybody likes different things; one that sticks out though is the Vento from the *The Fast & The Furious*. Style-wise quite a few of the car modifications inspired by that film are really not my thing.

Favourite car you've been involved with?

I'm yet to be involved with anything that's made the mag as a feature car but we have a few customer projects that are coming together nicely that should look awesome in the mag when they hit.

What are your views on the current VW scene?

The modified VW scene seems to be getting bigger and better. It would be nice to see more shows that have a bit of sprint/drag action to watch as well as the static show 'n' shine stuff. Perhaps there should be a PVW show that has the same all-encompassing reach as the magazine itself, just throwing it out there lads... (NO! ~ All)

How long have you been involved in the scene?

I've been into cars since passing my test many years ago but only over the last four years or so have I been more involved in the scene.

If you didn't drive a VAG what car would you drive?

If it were money-no-option then the dream garage would include a few non-VAG models like an F40 and Ruf CTR Yellowbird to scare myself in, a 288 GTO to just stare at, a Rothmans Porsche 956/962 for track days and an E39 M5 to smoke about in. I'm a massive petrolhead though so the list would be a long one and include plenty of choice VAG stuff.

Favourite VAG model of all time?

I've always loved the Mk1 and Mk2 GTIs and G60s, the Golf Rallye and the Karmann Ghia convertible, with only the last one to scratch off the must-own list.

What trends do you think we will see within the scene over the next few years?

Just a hunch but I think that there might be a continued rise in the increasingly popular air-cooled inspired styling mods for the Mk1s, 2s and 3s.

Favourite show/meet?

I must get out to Wörthersee as that looks like a good one but GTI International from about 1997 was pretty epic. Or the all-new PVW show would surely be a fine thing though (*stop it now ~ All*).

Favourite alcoholic tippie?

A nice cup of tea thanks.



These views are not necessarily shared by the magazine

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Reloaded

Welcome to *PVW Reloaded*. You see, judging by the 90sVWShowScene group on Facebook that's getting bigger and bigger by the month, it's clear that there are a lot of people out there who are still in love with the early days of the water-cooled VW scene. You see, *PVW's* been going now since all the way back in

October 1996. And while we know there are a good amount of people out there who've picked up the mag since day one, there are plenty out there who won't be too familiar with the mag's early days. Which is what *Reloaded* is all about. Every month we'll be taking a standout car from back in the day and revisiting it to see what made it so special.



YEAR: 1998
ISSUE: February
FEATURE:
 Jeroen Dik's Mk1
FEATURE WRITTEN BY:
 Mick Clements
PHOTOS TAKEN BY:
 Peter Fox

It's not often we title a feature so accurately but calling Jeroen Dik's Mk1 'Untouchable' seemed more than apt. In fact, if we featured the car today in 2014 we would probably still deem it worthy of a title as confident as 'Untouchable'. How comes? Well, if you're old enough or have been in the scene long enough you won't need us to tell you but if not, allow us to take this chance to fill you in. Put simply, Jeroen Dik's Mk1 was, and is, one of the best Mk1s ever put together.

Let's start with the basics: Jeroen's car was one of the first cars to truly be at the top of its game at both sprint and track events and in show 'n' shine events too, usually going home with first place trophies from both categories at every event it went to throughout mainland Europe and the UK too.

Jeroen had built himself one hell of an engine for his Mk1, a 300bhp Group A G60 – yep, 300bhp from the trusty 8v G60! Albeit with stacks of VW Motorsport parts, a lot of

custom work and a whole lot of ingenuity and development hours to make the whole lot work together. Throw in the six-speed VW Motorsport 'box, differential and tougher custom gear ratios and it was no surprise it made other G60-powered Mk1s look silly when it took to the strip or track!

It wasn't all about that engine though, the Cabriolet body kit, extended bonnet and wings (30mm and 60mm respectively) to make space for the full-width intercooler and Rallye front end all came together to ensure it looked just as good as it went. A stripped interior, killer stance over its TSW Blades for the road or 15" BBS RS and slicks for the track just rounded the whole lot perfectly. What happened to Jeroen? Well, he didn't hang up his tuning hat after his Mk1 slayed everything that it came across in the late '90s that's for sure. Ever heard of JD Engineering in Holland, one of the world's best VAG tuning houses? Ever wondered what the JD stands for?



Like it or not, this Mk1 G60 is the quickest front wheel drive Golf in Europe – and it remains untouchable.

Words: Mick Clements
Photos: Peter Fox

Left: Interior colour-coded and everything functional, such as Corbeau seats, Schrod harnesses, Memo wheel

Who's got the biggest and baddest Golf? Ask this question at any VW show and a host of contenders will jostle for the crown of

'Ultimate GTT'. Trouble is, driving the hottest Golf on your local motor doesn't count for shit. If you think you've got the best, then you've not measured it against the best in Europe. We've been across the Channel to find the best in Europe. So meet Jeroen Dik from Holland. Sure, his Mk1 Golf looks the part with its stunning pearl paint, Rallye front end and slammed on 17s, but it's the 300bhp Group A G60 motor and six-speed 'box under the hunkier bonnet that blow away all opposition.



Above: 17" Blades are only for road use and swapped for slick-shod 15" BBS for the track

UNTOUCHABLE



1 year ago



November 2013

A year ago we kicked off with something pretty different to the usual, Drew McGraw's Mk1 Golf/Beetle hybrid – a car that's even more insane now with a 13b Rotary out back! Inside the mag, we checked out Kimberly Antaki's Mk2 24v VR6, Ajay Jones' awesome Mk1 'Rocco' and headed to Belgium to hang out with Davy De Rycke and his Mk3. Ryan Dawson's Bora and Aman Jutley's Lupo finished us off nicely.



5 years ago

November 2009

Back in 2009 the December issue featured not one but two world class Rallyes on cover: Kenny Macmillan's G60 and Matthijs de Graaf's R32. With the cover sorted we bagged Nils Van Loo's Mk2, checked out James Alonze's Mk1 Jetta and the E38 raffle car Corrado. Finally we got up close with six cars from the Wolfsburg show over in Poland and checked out couple Craig Ohlstein and Sara Beyor's Mk5 GTI and TT.



10 years ago



November 2004

Ten years ago it was the turn of Rakesh Rathod to make another appearance in the mag with his ever-evolving Mk2 1.8T. Then, we checked out Aaron Smith's awesome Caddy, a G40-powered Mk4 Polo from Darryl James and a pair of VR6 Mk3s from Adam Murphy and Nick Moutrie. Later, we met Martin Garcia and his awesome Mk2 and headed to H20 over in the US.



15 years ago

November 1999

What was going on with the cover back in December '99? Not the car, Andy Walker of Awesome GTI's Mk2 was, erm, awesome... but the cover design? So very bad! Anyway, in the issue we checked out H20 at Lime Rock and VW Action, met Cor Hendrik and his Mk2 and Ajay Shah and his Corrado. We then introduced our new project car, a Corrado 16v, and checked out what went on at GTI Spectacular.



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MIDDLE MEN

HR Engineering Mk1 – Part 3

As if having a bunch of extreme customer cars to work on wasn't enough, Harvey Rich is still slowly progressing with his own mental Mk1!

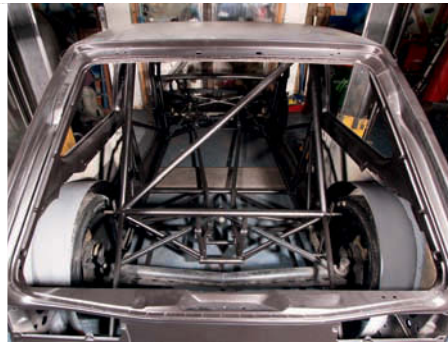
Words and photos: James Wallace



When you're busy welding and spanning on everyone else's projects in the daytime it's often difficult to find the time to graft on your own pride and joy in the evening. With Harvey Rice from HR Engineering so busy with 4WD conversions for paying customers (such as Luke Nightingale's Quattro Mk1 Caddy from PVW 10/14), it's not surprising to find that he's not had a lot of time to get stuck into his own long term rear-wheel drive Mk1 project.

Nevertheless, having sourced a 1.8 16v KR engine from one of his mates, Harv has recently set to fabbing up his own engine mounts from mandrel-bent CDS tubing. With the engine firmly secured in position and sitting centrally within the chassis so that the future propshaft runs straight and true, it soon became apparent that the camber compensation front suspension module





necessitates an engine position that protrudes way back into the cabin space.

As Ferrari and many other sports car manufacturers have decided to take this route with their V12 production cars, it's obvious that weight distribution and handling advantages are to be had from moving the engine mass as far back into the passenger compartment as possible.

"By keeping the heaviest component of the car closer to the centre of the vehicle, we'll be able to reduce the vehicle's moment of inertia, making it easier and faster to turn the vehicle in a new direction. The engine weight will also be more evenly spread across all the wheels with this layout. As a result, vehicle stability, traction, and ride quality are naturally improved when turning, braking, and accelerating," Harv told as he zoned out into a Yoda-like state of engineering prowess. Luckily he didn't get his calculator out, but we suspect he wasn't far off

bamboozling us with some maths.

With the block and head secured as planned, Harv was then able to mock up the position of the Cosworth MT75 gearbox. One of the biggest headaches of the project so far has been trying to find a company to produce a bellhousing adapter plate to mate the flywheel and clutch of the VW valver engine with the Ford 'box bolt pattern. "As far as I'm aware the only company out there offering a similar solution to convert the VW to an RWD is Doonkervort in Holland, but the company has relied upon the 20v turbo for a number of years and it, perhaps understandably, doesn't really want to give away all of its secrets. If anyone out there can help give me a shout. It might be the case that I have to machine the adapter myself from a solid piece of billet, but I'll worry about that when the time comes," mused Harv.

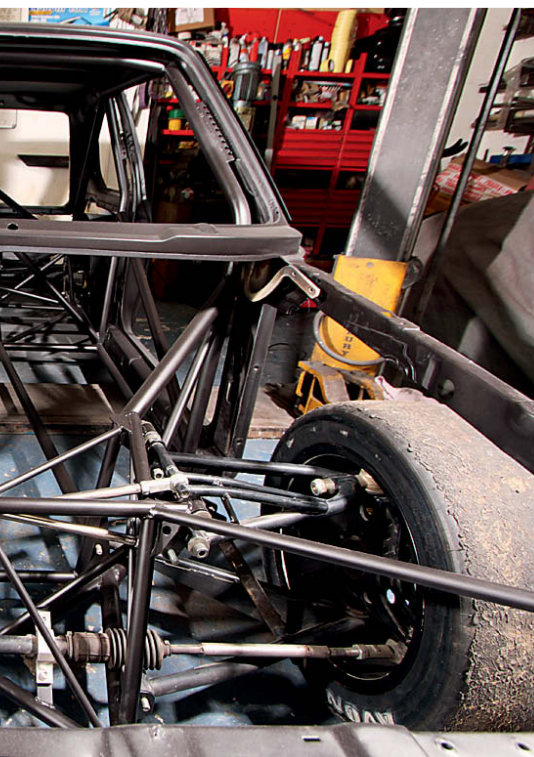
Plans are currently afoot to build the KR valver engine with a Garrett GT2876R

turbocharger, Audi S2 rods and pistons and a smattering of other S2 goodies, but for now Harv has also primed all the bare metal surfaces to try and keep some of the environmental moisture at bay as the Mk1 progresses and winter beckons.

"Ideally I'd like to see somewhere in the region of 350bhp from the completed engine as that'll be more than enough to have fun out on track," he told us. Ultimately though he just needs to find the time to squeeze a few hours in here and there. As we leave him for the day he's got three involved customer projects on the go that require Quattro or Haldex setups and the corresponding engines being slotted into the most unassuming of chassis. Keep up the cracking work Harv, we look forward to seeing more progress soon... ●

Thanks and contacts

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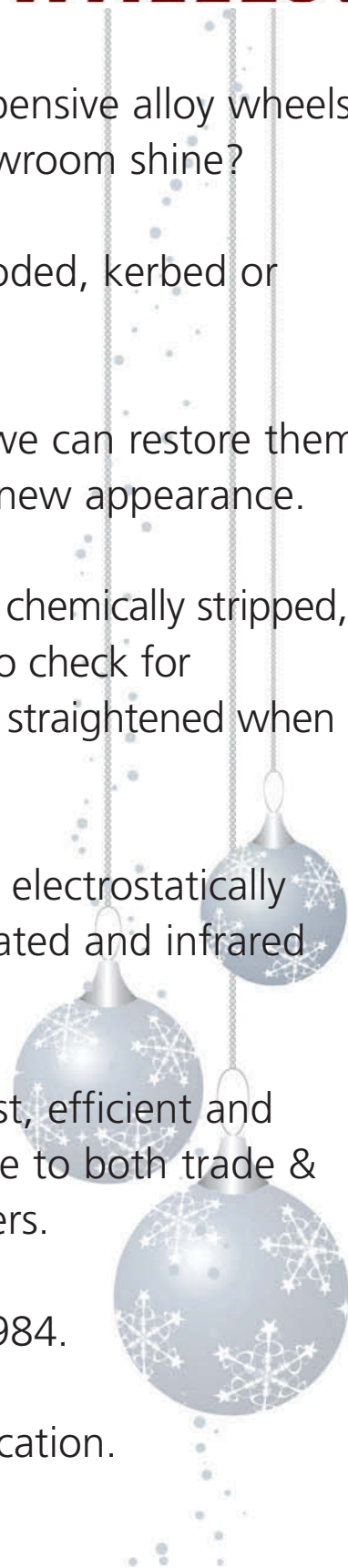
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